

ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1985



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- USS Nimitz tradition
 - Handling personal finances
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Photo by PH2 S.K. Nelms-Thorsvik

Flag Day—June 14

ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1985—NUMBER 819

62nd YEAR OF PUBLICATION

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All Hands is published monthly from appropriated funds by authority of the Navy Internal Relations Activity in accordance with Navy Publications and Printing Regulations P-35. Second class postage paid at Philadelphia, Pa., and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing of this publication have been approved by the Navy Publications and Printing Policy Committee. Articles, letters and address changes may be forwarded to the Editor, *All Hands*, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200 Phone (202) 325-0495; AUTOVON 221-0495; Message: NAVIN-RELACT WASHINGTON DC

Covers

Front: The landing signals officer talks down an F-14 *Tomcat* during aircraft recovery aboard USS *Nimitz* (CVN 68). See story on page 24. Photo by JOC(SW) Fred J. Klinkenberger Jr.

Back: A member of *Nimitz* flight deck crew guides an A-6 *Intruder* to tie down. Photo by JOC(SW) Fred J. Klinkenberger Jr.



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OCS

No experience necessary—but it helps

The officer candidate's modest room was immaculate. In one corner, a tightly made bed hugged the yellow cinder block walls. The room's two uncluttered desks—one for regimental paperwork, the other for school work—reflected the occupant's sense of order. A lone bookshelf held a neat row of nautical titles—*Dutton's Navigation and Piloting*, *Knight's Modern Seamanship* and other required readings. Above one desk, a Garfield poster bore the reminder: "Today is the first day of the rest of your life."

That reminder held special meaning for a former enlisted man making the grade at Officer Candidate School, Newport, R.I. And if there is anything in a name, Charles Officer was right where he belonged.

Officer is one of 87 people with prior enlisted experience expected to earn commissions in the Naval Reserve via OCS this fiscal year. Many "priors" come directly from the fleet through the Enlisted Commissioning and Naval Reserve Officer programs and other active duty paths to commission. Others, like Officer, leave active duty, earn their college degrees then return to the Navy to earn a commission.

After serving a two-year hitch in the Marine Corps, Officer left the military and embarked on a career as a real estate broker. He later started his own company and went on to earn a bachelor's degree in finance. But Officer had never left the military completely behind. The thought of coming back into the service as a naval officer was always in the back of his mind.

Officer remembered how highly his father, a retired flight surgeon, and his uncle, a retired cryptologist, had always

spoken of life as a Navy officer. And he thought of his brother, who was already making a career for himself as a surface warfare officer.

It seemed almost inevitable that Officer would get bored with real estate and return to a military career—a career in which he could live up to his full potential. In his mind, the tradeoffs he had to make were a small price to pay for the challenge a commission would offer.

"We all have certain gifts and abilities, and if we don't use them they're worthless—we might as well not have them," said Officer. "But if you're in an environment where you really can task those abilities . . . the satisfaction that comes out of that is difficult to verbalize, but it's sure there. It's real." He found out just how real that satisfaction was when he decided to follow his uncle's footsteps and pursue a career as a Navy cryptologist.

Regardless of how they get there—straight from the fleet or following a detour to civilian life—priors share a great deal of camaraderie at OCS. They are proud of their past military experience, and many feel they have a leg up on candidates coming into the service for the first time.

"I'm not putting any of the other people down, but I think all priors have a little sense of elevated pride," said Officer.

There is no denying that their enlisted experience enables many priors to move into leadership positions during their 16

OC Charles Officer barks orders during morning colors.







Officer's days are usually long. Between classes and meetings, he must find time for the other essentials, like preparing his room for inspection.





weeks of OCS training. Officer was no exception. He quickly worked his way up to the position of regimental adjutant—third highest ranking candidate in the OCS chain of command. Officer knows that his enlisted experience helped him earn the coveted staff position.

Prior enlisted experience does not, however, guarantee anyone an easy ride to a commission. The OCS course is designed to give students a basic knowledge of the afloat and ashore naval establishment. Candidates receive training in three major naval areas: operations, orientation and administration. Subjects taught in a seemingly endless list of classes include navigation, damage control, engineering, naval warfare, shiphandling, human resources management, naval history, discipline, administration and the code of conduct.

The typical daily routine at OCS begins with reveille at 5:30 a.m. and is filled with activities that include physical training, inspections and watchstanding, in addition to eight hours of classes. Effective time management is essential.

Despite the fact that two hours are set aside every evening as mandatory study time, many candidates must continue to burn the midnight oil to keep pace with their studies. Officer candidates are aware of the price they may have to pay if they slack off.

"The idea of going home without that commission is your only big fear here, and it happens to some people," said Officer. "No matter what you had before you got here, you have to prove yourself every day at OCS. Potential is not enough. You have to do it now or you go home."

The challenge of living up to one's potential is what leads many enlisted people to apply for OCS. They know that a great deal of responsibility comes with the ensign's bars they will wear on their shoulders after graduation.

"I know that's coming," said Officer. "I also know that if you make a mistake, you can't undo it most of the time. There's no time for second chances in the military. I know that if I make a mistake as a naval officer, people can die."

According to Officer, the burden of responsibility may be easier for a naval officer with prior enlisted experience. He has the advantage of knowing that enlisted people have responsibilities, too.

"We were in the enlisted person's shoes, and tend to have more trust in their abilities to do the job," said Officer. "I know that some officers don't know this, but there is little difference between them and most enlisted people. There may be a difference of a college degree, but there are a lot of enlisted people who are every bit as smart as some officers. Knowing that gives me a real advantage and I'll be able to get a lot more done."

Many enlisted people in the fleet have the potential to become good naval officers, but some hesitate to take the first steps on a path to commission. For some, it's the fear of failing. Others know that pursuing a commission means they will have to leave many of their peers behind.

Officer understands those feelings because he has experienced them himself. He didn't want to quit his first job in high school because he liked the people he worked with so much. Then he realized that his peers were eventually going to move on, too, and that he had to decide what was best for him.

Today, Officer is one of the first to admit that a career as a naval officer isn't for everyone. "If you're the kind of person who just wants the creature comforts—enough money to do some of the things that you like—it's not for you," he said. But for those who are looking for challenge, responsibility and the opportunity to have a real impact on the Navy, he feels OCS is the route to take.

"Enlisted people shouldn't be afraid of pursuing a commission. It's not as tough as they think," said Officer. "If they have a degree, they've done the hard part. Another four months is just a drop in the bucket when you're looking at a 20-year career. If you want a commission, you can get it," he said. "Don't be intimidated—the Navy needs people like you." □

—Story by JO1(SW) E. Foster-Simeon
—Photos by PH1 Perry Thorsvik

Paths to a commission

Perhaps they desire a higher status and more responsibility. Maybe it's the increased pay they want. For a variety of reasons, many enlisted people dream of obtaining a commission. That dream can become a reality—the Navy offers its enlisted people many paths to a commission.

Broadened Opportunity for Officer Selection and Training—The BOOST program is tailored for minorities and other enlisted people who may have been educationally deprived, but who have demonstrated that they possess the qualities and desire necessary for careers as naval officers. Basically, BOOST prepares people to compete for entrance into the U.S. Naval Academy or Naval Reserve Officers Training Corps. People selected for BOOST can earn their high school diplomas through the curriculum. Candidates can be no older than 21 on March 31 (for NROTC candidates) or July 1 (for academy candidates) in the year of entering the BOOST school.

U.S. Naval Academy—This is an excellent opportunity for starting a career as a Navy or Marine Corps officer. While midshipmen attend the academy, they receive about half the pay of an ensign, plus tuition, room and board. This is a program for young people—a candidate cannot have passed his 22nd birthday as of July 1 of the year he or she enters the school.

Naval Academy Preparatory School—Candidates not qualified for direct appointment to the U.S. Naval Academy, but who display outstanding potential, are automatically considered for admission to NAPS, located at NETC Newport, R.I. The 10-month school pre-

pares graduates for the demanding program at the academy. NAPS carries the same eligibility requirements as the academy program.

Naval Reserve Officers Training Corps—This is a program for young people who have a high school education and wish to earn a college degree and a commission. Selectees receive \$100 a month for subsistence and books, along with full





tuition and fees at an approved university.

Naval Reserve Officer Programs—

Eight programs are available, offering commissions in the restricted and unrestricted lines, nuclear propulsion, aviation and various staff corps. The main requirement is a bachelor's degree—and for those people who don't have one, the Navy offers a variety of ways to earn the degree. People accepted into one of the reserve

officer programs earn their commissions through Officer Candidate School, Aviation Officer Candidate School or through a direct appointment, depending on their specialty.

Warrant and Limited Duty Officer Programs—These are the Navy's enlisted-to-officer programs that do not require a college education. Warrant officer candidates must be chief petty officers or above (including frocked chiefs) and have 12 to 24 years of active duty in the regular Navy or naval reserve at the time of application. Limited duty officer candidates must be first class petty officers (for at least one year) or above and have eight to 16 years of service.

Limited Duty Officer (Aviator) Program—This program is similar to the regular LDO program, except that second class petty officers and above are eligible. Candidates must be less than 30 years old on July 1 of the year they apply for the program.

Enlisted Commissioning Program—This program is ideal for people who already have at least two years of acceptable college credit. Candidates receive regular Navy pay while they go to school full time to finish a degree. The only hitch is they have to pay for tuition and books, and can't use tuition assistance. Most candidates will fulfill military training requirements before receiving their degrees and will be commissioned as ensigns upon graduation. Those candidates unable to do so will attend OCS before being commissioned. Also, candidates must have four to 11 years of service, be at least 22 years old and be able to complete degree requirements and be commissioned prior to their 34th birthday. This maximum commissioning age will be reduced incrementally as follows: prior to 33rd birthday for fiscal year 1986 applicants, prior to 32nd birthday for FY 87 applicants, and prior to 31st birthday for FY 88 applicants. Age waivers will not be considered.

For more information in choosing a path to a commission, see your command career counselor. □



Hope for Williams Syndrome children

Story and photos by Dave Fraker

Matthew Stark looked just like his sister when she was born—pug nose, blue eyes and a full head of brown hair tossed in every direction. Yet he was different.

Air Traffic Controller 1st Class George Stark and his wife, Beth, sat on a sofa in their house on Naval Air Station Lemoore, Calif. On the tan carpet, Matthew rolled back and forth to the beat of rock music. His tiny fingers firmly clasped a bottle as the Starks talked about their son's first 21 months of life.

Matthew was born in Memphis, Tenn. He weighed six pounds, 13 ounces and arrived a couple of weeks early. He had some unusual facial features, and his doctors detected a slight heart murmur—an abnormal closing of the heart valves.

"Doctors thought Matt had something they called Noonans Syndrome. They suggested we see a geneticist," said Stark.

"We were not concerned about the features, because Matt looked just like his sister, Coral, when she was born, and she is progressing well in school and doing everything she should for a girl her age," said Beth. "But the heart problem had us worried."

The Starks had six months left of their tour of duty in Tennessee. With their doctor's advice, they waited until they transferred to Lemoore to get expert diagnosis.

Matt's development during his first six months was normal. He rarely became sick, and his only problem was his refusal to eat. "We had to hold him down to feed him," said Beth. "It wasn't until sometime later that we found there was a reason for this behavior."

Lt. Cmdr. Bryan Barnett, a former pe-

diatrician at Naval Hospital, Lemoore, was the first doctor Matthew saw when the Starks arrived at Lemoore 18 months ago. He also thought the baby might have Noonan's Syndrome, but decided that a pediatrician and cardiologist at Oakland Naval Hospital should make the final diagnosis.

"We were scared—and with reason as we were to find out," said Beth. "At first we were given a picture of 'gloom and doom.'"



Doctors at Oakland Naval Hospital diagnosed Matthew's disorder as Williams Syndrome—a rare condition that affects 1 in 20,000 babies. The diagnosis explained Matthew's heart problem and abnormally narrow arteries. It also meant that he was mentally retarded and could be dependent on his parents for life.

"Those final words—'Matt would be dependent on us for the rest of his life'—really hit us hard," said Beth.

The Starks tried to think positive. "Matt was diagnosed . . . early, which was rare, and he would not need corrective (heart)

surgery, if ever, for at least several years," said Stark. "On the other hand, not much information was available on Williams Syndrome. The medical books had only one small paragraph."

In 1961, Dr. J.C. Williams described this disorder, named after him, in four unrelated children with mental deficiency, unusual facial features, and heart and artery problems. As recent as last year, 250 cases have been confirmed.

In early infancy, Williams Syndrome children tend to be fretful and have increased feeding problems. During childhood they tend to be outgoing and talkative—a personality referred to as "cocktail party manner." About one sixth have severe behavioral problems.

Williams Syndrome children have an increased sensitivity to textures, which is especially noticeable in their eating habits. In most cases, parents have to experiment with several different textures of food to find something the child will eat. Rubbing different textures of cloth on the skin and inside the child's mouth is another method of breaking through tactile sensitivity.

Capt. Frank Gareis, head of the pediatrics department at the Oakland Naval Hospital, has worked with Williams Syndrome children for 14 years and currently has four children under his care.

"I remember when Gareis first walked into the room. Right away he knew Matt had Williams Syndrome. He gave us hope and reversed the gloom and doom forecast," said Stark.

According to Gareis, the biggest problem with Williams Syndrome is that there are no clear clues that indicate whether a child has the disorder. The only real clue is outward appearance, and in most cases the parents are the first to suspect that something is wrong with their child.

"Matt's biggest advantage is that we

have diagnosed him early, and he will have the advantage of getting the right care and the right training early," the doctor said.

A therapist visits Matt once a week to work with him in developing his gross motor and fine motor skills. She also works with his mental awareness and learning development and to decrease his texture defensiveness.

"(Gareis) told us many WS people lead normal lives and can function in society. It all depends on the degree of mental deficiency," said Stark. "He also told us to join support groups and communicate with other parents of WS children or adults that have WS."

Last summer the Starks traveled to San Diego for the first national conference on Williams Syndrome. "We learned we were not alone and that there is support available," said Beth. "We also learned that there are about six people with Williams Syndrome living in the San Fernando Valley, and we started communicating with them. The biggest problem is that many more people may have Williams Syndrome and not know it because they've been misdiagnosed."

Matthew's development has slowed during the past few months—which is normal for children with his disorder—but he is beginning to stand alone. Like any other child, he is inquisitive and a bit stubborn. He likes to do things and figure things out for himself. Not enough is known about Williams Syndrome to forecast Matthew's future. A lot depends on how retarded he is, and Matthew is too young for tests that measure his ability to learn and reason.

"We do know that we are doing everything we can for Matt, and we are setting realistic goals for him," said Beth. "We are confident that Matthew will learn and grow, and most of all be all that he can be."



Opposite page: (top) George and Beth Stark rub their son's arm with different textures of cloth to overcome his "tactile sensitivity"; (bottom) Matthew smiles with an empty bottle and a full stomach. Top left: A doctor prepares Matthew for calcium level tests. Left: George and Beth Stark with their children.

For more information on Williams Syndrome, contact Parents of Williams, Attn: Diane Filley, P.O. Box 178373, San Diego, Calif. 92113. □

Fraker is editor of the Eagle, Naval Air Station, Lemoore.

Getting hold of your finances

Managing



your money

By Lt.Cmdr. Tracy D. Connors

"The seductiveness of plastic money and the lack of basic personal financial management skills are two of the major reasons so many young Navy families find themselves in financial trouble each year," said Capt. Joseph B. Beamon, director, Navy family support programs.

The size of the problem has Beamon and others concerned. Last year, the Navy Relief Society assisted 76,500 Navy people with \$22.7 million in interest-free loans and grants. Beamon said the society is "our first line of defense against the economic and social damage caused by families with financial problems."

"Many of our social problems—alcoholism, substance abuse, family problems—have their roots in financial problems. They can be caused by, or certainly worsened by, financial problems—Navy people and their families not knowing how they are going to get through the next month, or to payday," Beamon said.

Better personal financial management for all Navy people is a major objective for Beamon and "should be for all Navy commands and leaders," he said.

It is all too easy for a sailor to get into financial difficulty. Sometimes, it starts with an unexpected family emergency—a death in the family or a relative needing help. Most often, it is financial mismanagement, little financial training and easy credit which starts the vicious cycle of growing bills and less money.

"One of the common patterns we see is the Navy family overextended on plastic

money," Beamon said. Some families, when leaving one duty station for another, pay off their consumer credit debts using their advance pay—the "dead horse." When they arrive at the new duty station, they are virtually penniless and have to live on half pay for many months to pay off the advance pay.

"None of us were born with financial management skills," said Judy Kinney, budget counselor service coordinator at the Washington, D.C., Navy Relief Society office. "We have to learn them."

Too many Navy people learn such skills the hard way—by ending up deep in debt and having to endure the painful process of getting onto a sound financial basis.

"Many Navy people with financial problems are young and often have not had a steady income until joining the Navy," Kinney said.

"They have had little or no training in basic personal money management. They are away from home and no one is there to help put the financial brakes on. It's easy come, easy go, and very often they don't know where it's going," she said.

Lack of experience in consumer credit, "even the basics such as how to establish a checking account, how to write a check and (how) to keep the checkbook balanced" are some factors contributing to the problem, Kinney pointed out.

Beamon agreed. "We have to prepare our sailors better and offer financial counseling at whatever level they need that counseling, particularly at the very basic

level. We have to train our petty officers and supervisors to recognize when a family is getting into financial trouble—and what can be done to help them."

The Navy is evaluating a move to electronic funds transfer, a process which, if approved, would "require that all Navy men and women have a bank account into which these funds can be transferred," Beamon said. He believes that electronic funds transfer will eventually be approved. If so, it further underscores the need for better personal financial training throughout the Navy.

Navy men and women with financial problems should seek help early, before disaster overtakes them. "All too often the Navy man waits until he is so deep in financial difficulty that his family is about to be evicted," Kinney said, "or there is no food in the cupboard."

Where to go for help:

- to your supervising petty officer or division officer;
- to a shipboard Navy Relief representative;
- to the local family services center, many of which have personal financial counselors on the staff;
- to the local Navy Relief office for financial counseling.

The Navy Relief Society can provide help if you are:

- active duty Navy or Marine Corps;
- retired Navy or Marine Corps (including Fleet Reservists);

• dependents of living or deceased personnel listed above.

The society helps in many ways, including providing interest-free loans or outright grants for:

- emergency transportation;
- funerals;
- medical bills (patient's share);
- food, rent and utilities;

- necessary dental care;
- personal needs when pay is delayed;
- essential car repair.

The society will help Navy men and women in time of need, but it cannot help them live beyond their needs. □

Connors is commanding officer of NIRA Reserve Det. 206.

Knowing when you are in financial trouble

You may be in financial trouble when:

- you don't know where your money goes and can't pay all your monthly bills;
- you have no savings for emergencies or extra expenses;
- you are forced to charge items you used to pay for in cash;
- you can afford only a minimum payment on charge accounts;

• you get into more and more family arguments over money, or are drinking or are using drugs to escape feeling powerless and threatened by money worries;

• you hate to look at the mail—full of overdue notices;

• your checkbook shows a negative balance several days or more before the next payday;

• you're still writing checks and hope your deposit beats those checks to the bank;

• you are missing payments or are juggling or stalling one creditor to pay another;

• your command gets similar notices about your payment problems;

• the only time you can shop for groceries is on payday;

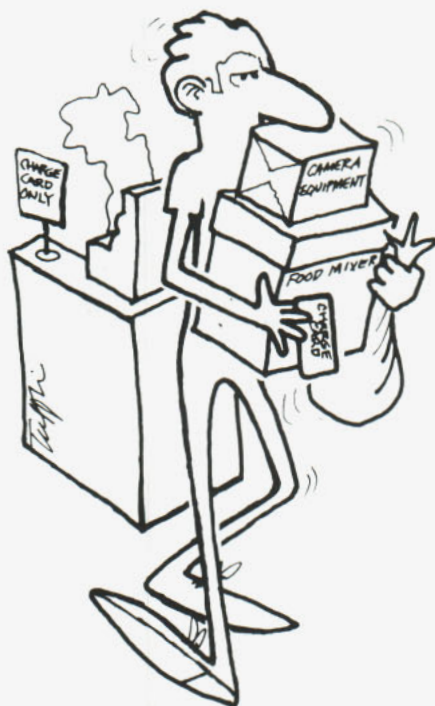
• creditors are calling you . . . and you are afraid to pick up the telephone;

• your car breaks down and there is no money for repairs;

• you often ask a friend "for a few bucks till payday";

• you frequently wear a shabby uniform or overworn shoes.

One or more of these signs may mean the Navyman or woman has a financial problem. If supervisors see one or more of these warning signs, he or she should take a closer look and be prepared to call a sailor in for financial counseling. □



Your

By Faith R. Connors

This is the first of a three-part series on personal finance which covers *record keeping, establishing credit, and family budgeting*.

Personal records: what to keep . . . where and why

You can get more for your money and eliminate many of life's problems if you take the time to handle your personal finances carefully.

Personal and family record keeping is a necessity, but it need not be an unpleasant chore if you keep several important points in mind:

• Start your record keeping early and organize your files at the start, before the accumulation becomes overwhelming.

• Keep your system simple.

• Keep your records portable. You may have to travel or deploy on very short notice.

Record keeping is one of the most important aspects of running your household. A metal record box—or cardboard file box—along with a dozen or so folders from an office supply store will be needed. What follows is a list of what should be kept in each folder at home and a list of what should be kept in your safe deposit box. Some helpful tips to assist you in keeping good records are also included.

Folder 1—Miscellaneous

• A copy of your will (the original goes in the safe deposit box).

• A list of the contents in your safe deposit box.

• Letter of last instructions (augments the information in your record of emergency data, a duplicate of which should be included in this folder).

• Personal information sheet listing the

personal records

following: Social Security Number; name and address of the bank where you have a safe deposit box (and the location of the key); list of your bank accounts, savings accounts, and brokerage accounts; list of the names and addresses of your attorney, broker, life and property insurance agents, accountant and your executor.

Folder 2—Household Budget.

- List of budgetary goals.
- Income statement.

- Budget control sheets (from previous years).
- Income and expenses forecasts.

Folder 3—Housing Information.

- Purchase contract and receipt or lease/rental agreement.
- Title and insurance papers.
- Receipt for landscaping.
- Receipts for home improvements.
- Receipts/statements for property taxes.

- Termite inspection policy/papers.

Folder 4—Personal Property.

- Photos of your most valued items.
- Inventory of personal property.
- Information on property insurance coverage.

Folder 5—Investments.

- Records of purchase/sale of stocks, bonds, mutual funds, plus monthly statements.
- Annuities information and statements.
- List of savings/checking accounts.
- Goal planning sheet.
- Annual balance sheet.

Folder 6—Tax Records.

- Purchase receipts indicating sales or other taxes.
- Interest payment records (charge accounts).
- Charitable gift confirmations, e.g., Goodwill Industries, Salvation Army.
- Payments and records concerning medical expenses.
- W-2 forms.
- Canceled checks for current year.

(Tax forms and relevant information for the past 10 years, and all canceled checks for the past seven years may be boxed and stored separately.)

Folder 7—Guarantees & Warranties.

- Appliances.
- Receipts.
- Carpets.
- Repair instructions/information.
- Employment contract/information.
- Employment handbook/fringe benefits.

Folder 8—Personal Background Information.

- Details of education.



Managing your money

- Major professors and advisers.
- Job titles/employment records.
- Supervisors, titles, addresses.
- Resident records—past addresses.
- Copy of DD 398, Statement of Personal History.

Folder 9—Credit Records.

- Resolution papers of past debts.
- Credit card names, account numbers, addresses and 800-telephone numbers.
- Forms for lost or stolen cards.

Folder 10—Automobile Information.

- Details of auto insurance coverage.
- Auto insurance policy(ies).
- Records of accidents.
- Records concerning traffic violations.
- Receipt for auto registration.
- Records of auto repair/maintenance expenses.

Folder 11—Health Insurance.

- Booklet/details of present coverage.
- Forms for making claims.
- Health histories of family members (list drug allergies, etc.).
- Copy of military health record.
- CHAMPUS information.

Folder 12—Life Insurance.

- Insurance policies/information.
- Servicemen's Group Life Insurance (SGLI) information/papers.
- Employee group policy information/coverage.

Folder 13—Dependents.

- Schools attended, dates, addresses, honors received, test results.
- Religious documentation.

A safe deposit box: do you need one?

You probably do. It's a much safer storage location for more than just your jew-

elry. Once you have rented a drawer in the bank's vault, you can store the following items in it for safekeeping:

- Title to your automobile(s), plus related insurance papers.
- Social Security Numbers.
- Military discharge papers, DD 214:
- Marriage certificate, including dissolution papers from previous marriages.
- Deed to your home, plus other real estate deeds.
- Letter of last instructions.
- Securities, stocks and bonds.
- Original copy of your will, another copy being kept at home or aboard ship.
- Personal property inventory.
- Photographic negatives of your most highly valued items for insurance corroboration.
- Passport.
- Diplomas.

Keeping careful records is an important aspect of personal financial management. You might also include bank account information in your safe deposit box. If names, addresses and telephone numbers of your beneficiaries are not included in your will, list these in your safe deposit box. In addition, you could include your employer's name, address and telephone number, your accountant's name and telephone number, and those of your attorney and property and life insurance agents.

Personal and family record keeping tips

• Inventory.

In the event of a fire or theft, could you remember all of the valuables in your household and know exactly which things were missing?

If you don't have a household inventory, make a detailed list of all your household goods and personal belongings. Buy

an inventory checklist from a stationery store or make your own (see below). Room by room, make a list of items in your house or apartment. Sketch the arrangement of items in the room on a sheet of graph paper. Take several photos of the room with important items in plain view.

Update your household inventory regularly. Save all photos, receipts and appraisals. Store your inventory in a safe deposit box.

With a complete inventory and proper insurance coverage, you can file a claim quickly in the event of a loss and prove ownership in the event of a robbery. Your receipts and inventory offer documentation to your insurance company.

Replacement value insurance may cost more than a depreciated value policy, but in the event of a loss, your insurance coverage will be far better.

• Homeowners.

Save all receipts for home improvements and landscaping. As a homeowner, you will get a one time, tax-free sum of money when you sell your house after age 55 (under present tax law). The sum will be larger if you have all receipts and can prove what you have spent over the years to improve your house.

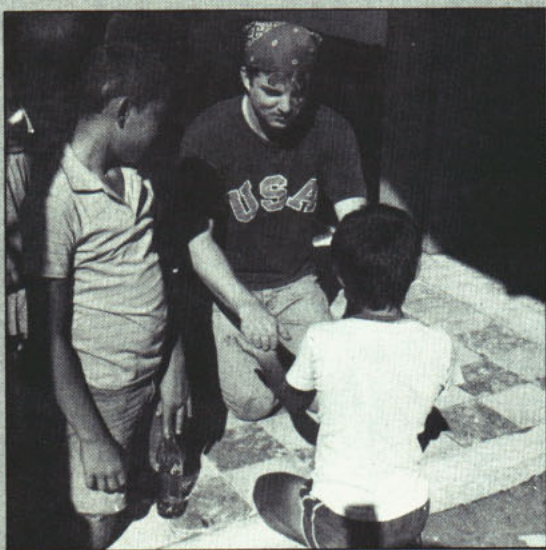
Do you know how well you fared financially last year? If you have been concerned about your personal finances, why not prepare a personal or family income statement to help you evaluate the "financial business" of your household? Use an income statement to help you measure the financial position of your household.

Check the bottom line! You will see how the financial records you have organized and kept will help you determine your household income and expenditures, and it will show you how well you have done over the past year. □

INVENTORY CHECKLIST FORMAT . . .

Room _____

Item	Quantity	Date of Purchase	Original Cost	Current Cost
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Port visit: Puerto Cortes, Honduras

U.S. Sailors have always lent a helping hand where they could, and a recent port visit to Puerto Cortes, Honduras, by USS *Glover* (FF-1098) was no exception.

Glover had visited Puerto Cortes in August 1983 when the crew repainted the Manuel Bonillo Elementary School. But during a five-day visit late last year, the ship's crew became hosts, tourists, blood donors, friends, civic action volunteers and athletic competitors.

Forty-one orphans from the El Hogar Orphanage in Tegucigalpa boarded the ship for a tour and lunch. The children, who had been outfitted in professional looking uniforms by an American charity, put on

a musical show for the crew before departing with Project Handclasp Friendship packages.

Crewmen toured a nearby Spanish fort, then a local village to observe native customs and to participate in native dancing. One adventurous group, led by *Glover*'s "Field and Stream" representative, Chief Sonar Technician Milton W. Edgeworth, set off on a duck hunt in the wilderness. After a long day in the "bush," the hunters presented their catch to a local family.

Twenty-two volunteers gave blood, and two ship's officers developed a plan for the Honduran Naval Base to prevent the erosion of a poorly designed quaywall.

There was a challenge in renovating a local elementary school. Each day Chief Hull Technician David E. Headrick mustered volunteers with various skills. In spite of being hampered by a shortage of materials and unfavorable weather conditions, the school building was upgraded with carpentry, roof and electrical repair; outlet installation and painting.

Project Handclasp materials and various salvage items including desks and chairs, three bales of lightweight clothing, 5,600 packs of flower and vegetable seeds, 1,440 disposable diapers and eight large boxes of soap were delivered to local representatives and Honduran naval personnel for distribution to various day care centers, schools and homes in surrounding villages.

Crew members battled Honduran navy members in volleyball, and the ship's basketball team narrowly conceded defeat in two matches against the Honduran second place national team. An eight kilometer "mini" marathon through the streets of Puerto Cortes drew participation from *Glover* crewmen and local people.

Glover crewmembers completed civic actions projects, made new friends and enjoyed a few relaxing days.

Glover is homeported in Norfolk. □



Top: YNSN Gerald Pacelli teaches Honduran children a game. Left: HTFN Michael W. Morris repairs a balcony floor.

Felled by terrorists, a

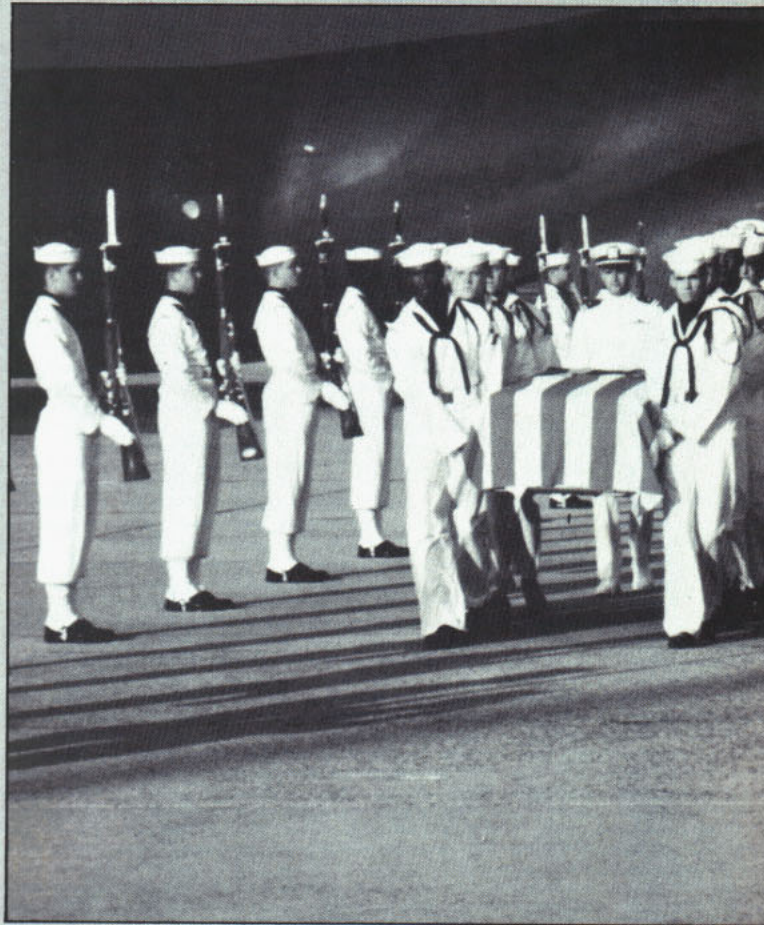
"Robert Dean Stethem was killed by criminals...because...he was a member of the armed services of the United States of America."

—George Bush

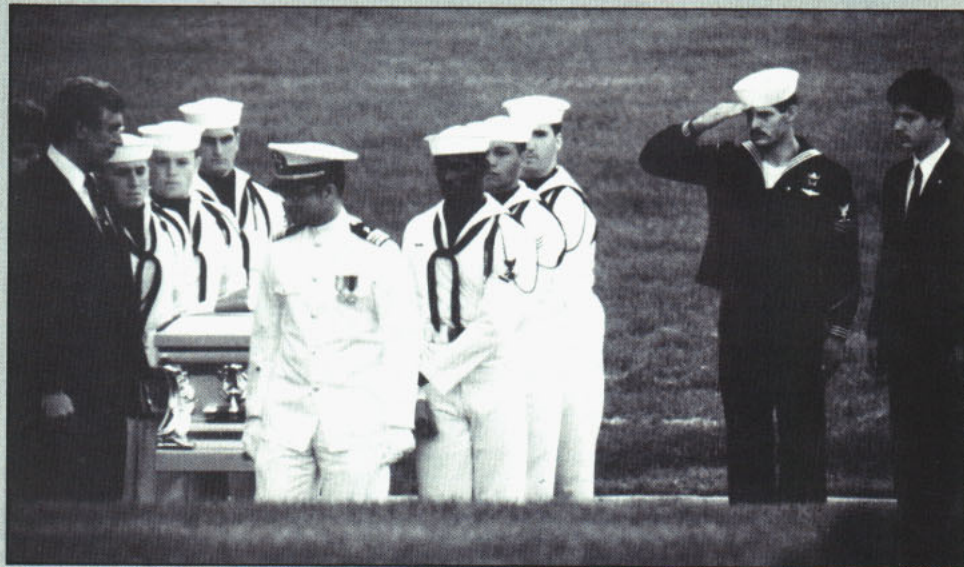
Vice President of the United States of America

As a member of the Norfolk-based Underwater Construction Team 1, Steelworker 2nd Class (Diver) Robert Dean Stethem had just completed an underwater construction job in Nea Makri, Greece. He was on his way home when terrorists hijacked his flight. Because he was an American serviceman, he was singled out and brutally beaten, then killed.

On June 20, 1985, "Robbie" Stethem came home. The nation joined grieving family and friends to pay tribute to the 23-year-old sailor whose life was taken by terrorists.



Top across: Stethem arrives at Andrews Air Force Base, Md. Tearful shipmates and friends at the gravesite in Arlington National Cemetery. Bottom across: Brothers Kenneth (saluting) and Patrick prepare to follow the casket to the burial site. The flag is folded for presentation. Commodore F.G. Kelley, deputy chief of civil engineers, presents the flag to the Stethem family.



shipmate comes home



Photos by JOC(SW) Fred J. Klinkenberger Jr.



You've come this far.

Sweat pours down your chest and arms and puddles on the blood-stained canvas beneath your shoes.

But you don't notice.

All you see is a 155-pound man holding his glove-wrapped fists at eye level, arms cocked to his chest like a stretched rubberband ready to fly.

But his obvious threat doesn't anger you. It's his eyes. His eyes say he's going to hurt you. Bad.

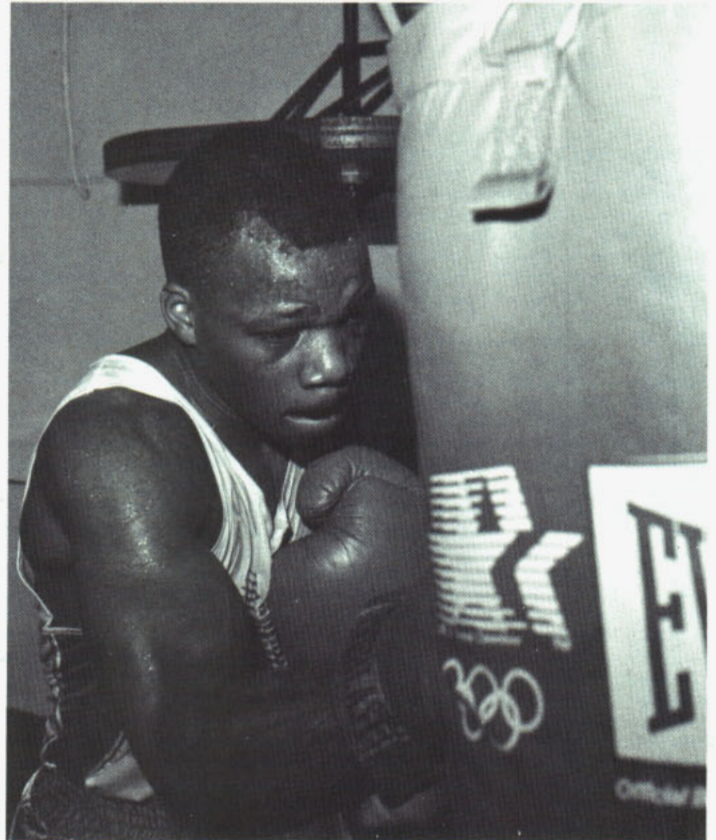
Your forehead wrinkles and you frown. He thinks he can beat you—but you're the champ.

Your eyes glaze over; a movie once called it having "The Eye of the Tiger." It's the eyes all champions have in the ring, and it's just the edge you need. Round by round, punch by punch, you pummel this man into the ropes or onto the canvas.

With each blow, you feel his bones grind against each other, and you feel his muscled flesh give way to your onslaught.

With a final slap of padded leather against human jaw, it's over and you have won . . . again.

Your name is Tyrone Gaynor, and you're damned good at what you do.



I don't like to lose

Story by JO2 Steve Kimball

Ship's Serviceman 2nd Class Tyrone L. Gaynor is probably the nicest guy you'll ever meet in the Navy. But don't ever cross him in the boxing ring, unless you want to end up like 112 other guys who tried to beat him. (Only four of those boxers won, and then only by decision.)

Gaynor is more than just an average boxer. He has been the best in the Navy since 1981. He's *the* all-Navy boxer. He's a champion.

Gaynor has been assigned to the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68) since September 1983, but has spent most of his time on the road in international boxing meets or at the all-Navy boxing camp.

For the 3½ months he has been aboard, he has worked in the *Nimitz* supply department. During his free time he has been teaching other *Nimitz* crewmen how to box and defend themselves.

And the Navy is not all he's had time for. He's married and has two children at home.

"My wife's been behind me a thousand percent," he said. "When I'm too tired to get up in the morning, she pushes me out of bed and pumps me up for the day's workout. . . . In fact, she wants me to teach *her* how to box!"

Gaynor's boxing career has been so successful that he is rated one of the 10 best boxers in the United States in his

weight class, and he trained with the 1984 U.S. Olympic boxing team.

As a prospect for the Olympics, Gaynor was invited to contend in the Eastern Olympic Trials at Lake Placid, N.Y. He won a few and lost a few, and he ended up not getting a seat on the team.

"I was a little down after finding out that I wasn't going to the Olympics, especially after working so hard for it. But I brought myself up and later went on to win the Washington, D.C., Golden Gloves Award."

Later, at two international meets, he beat the Korean Olympic boxer and the Puerto Rican Olympian.

Gaynor is from the housing projects of Newark, N.J., where the code was "fight or get beat up" for most of his younger years.

"One time, when I was about 11 years old," he said, "I went up against one of

the more popular bullies of the neighborhood—and came out on top. After that, I figured that I didn't have to take that kind of stuff anymore, but I wasn't really serious about boxing."

Gaynor's boxing career came about after he finished boot camp in 1976. He was stationed on the USS *Forrestal* (CV 59) where he met the all-Navy boxing coach through a friend.

"I never had a dream about becoming a boxer, I just got caught up in it," he said. "But now I've been places with the team that I'd never been able to go to before, and the team has brought me lots of respect."

Gaynor's all-Navy boxing matches have pitted him against Soviet, Cuban, Irish, British and French fighters. He won the bronze medal at the 5th President's Cup in 1981. At the "Military Olympics" in Algeria, he dropped the Algerian favorite

in the second round to become the free-world military boxing champion.

"The all-Navy boxing team even sent me to the best Olympic training centers to prepare for the international matches," he said. "When I'm in another country's boxing ring, I'm not just a boxer, I'm a sailor in the U.S. Navy and an ambassador for the United States."

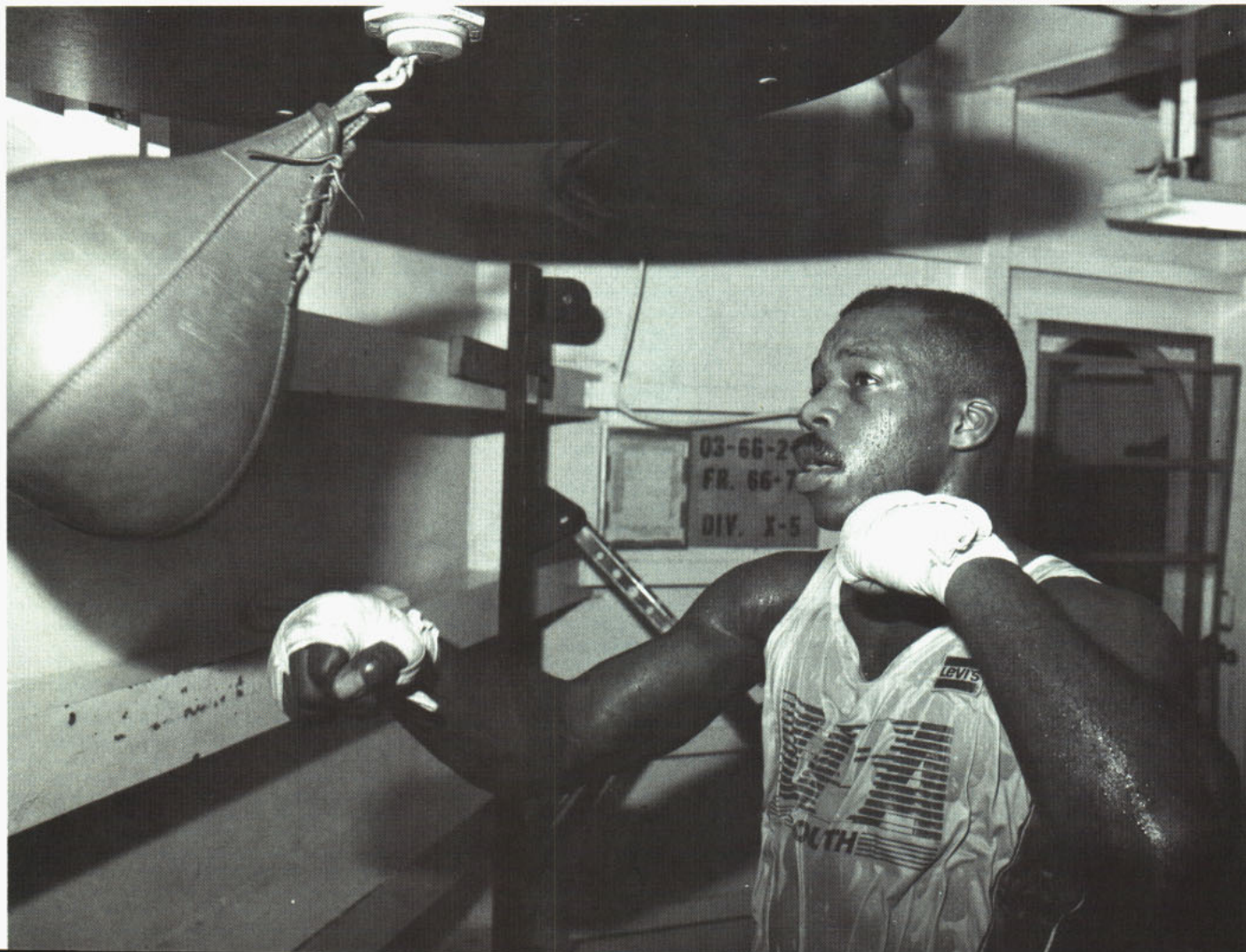
What's Gaynor's "hook"?

"Well, I've got a good mental attitude; that's why I win. My edge is being able to change attitudes when the opponent is trying to stare me down.

"I don't like to lose." □

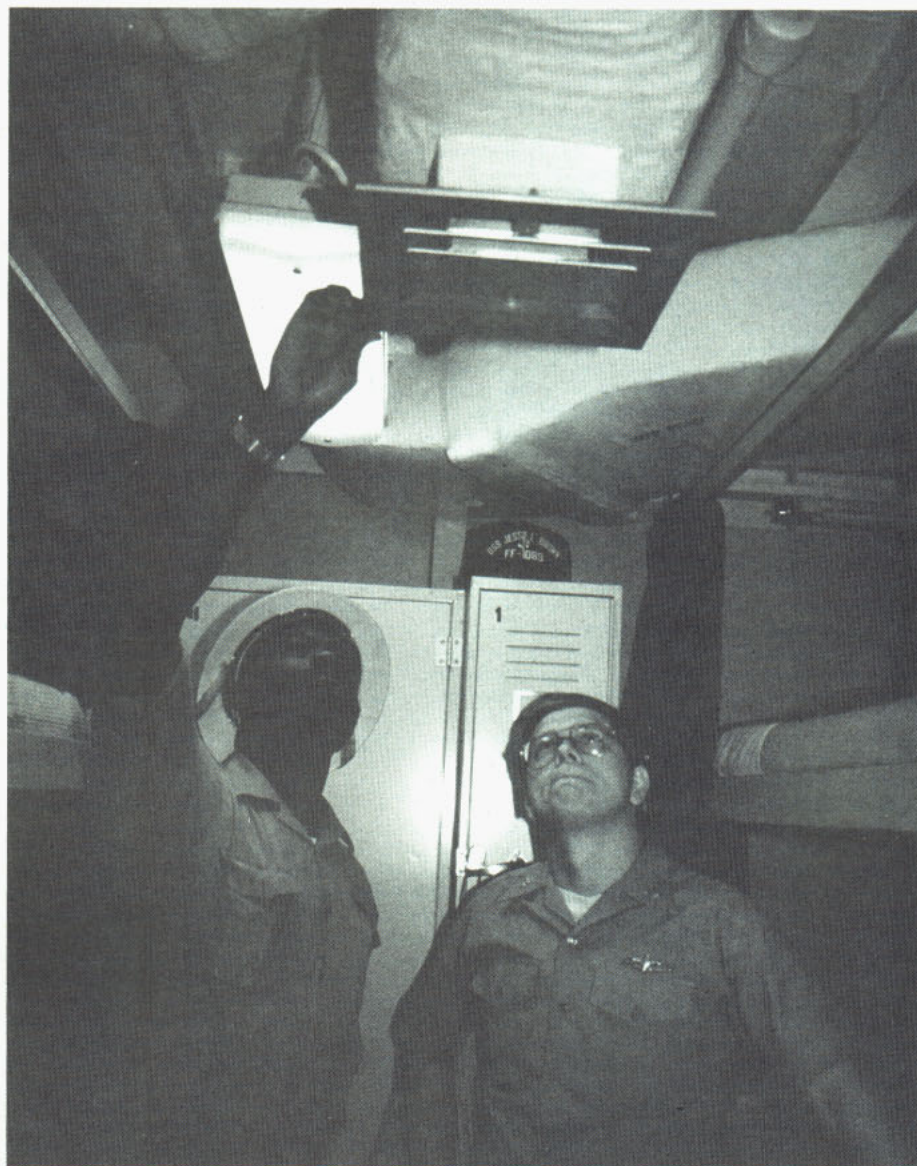
Kimball is assigned to USS Nimitz (CVN 68).

All-Navy boxer Gaynor works out.



No compromise in quality for Jesse L. Brown crew

Story and photos by JO1 James P. Woodworth



USS *Jesse L. Brown* (FF 1089) may not be the Waldorf Astoria or the *Love Boat*, but it is home for 260 sailors. And it's now a better home.

The frigate completed an eight-month overhaul at the General Ship Corporation, East Boston, and returned to its Charleston, S.C., home port earlier this year.

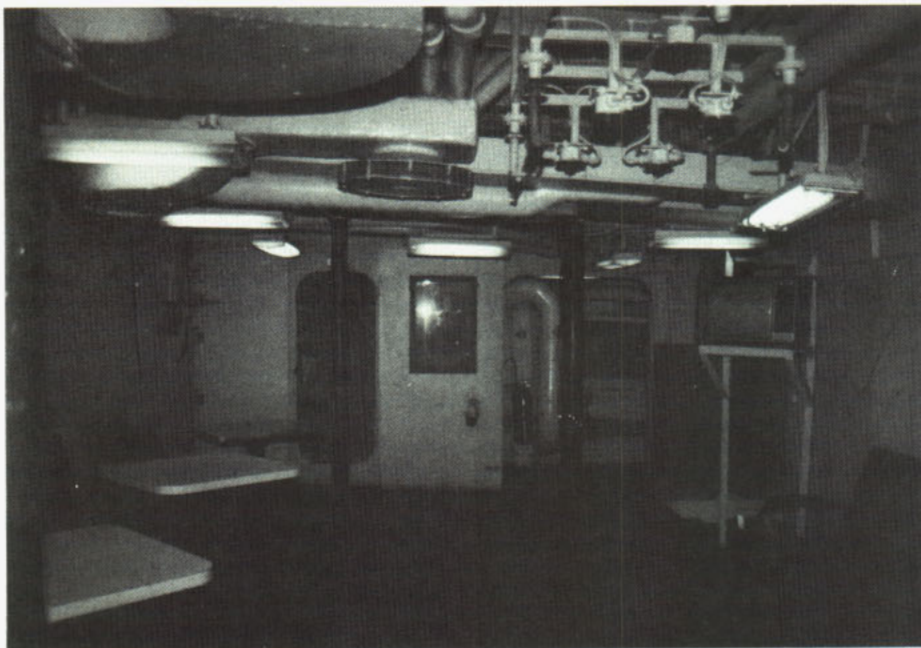
Jesse L. Brown had an \$8.7 million fixed-price contract for overhaul work, but a project done for only a fraction of that cost may have received more personal labor and care during the ship's stay in New England.

That project is part of the Naval Sea Systems Command habitability improvement self-help program. It is funded by type commanders and is designed to save the Navy millions of dollars and to help foster morale among Navy ships' crews by having sailors rehabilitate their own berthing and sanitary spaces.

The program was put into action in 1975 after studies showed that retention and morale were adversely affected by poor living and sanitary conditions aboard Navy ships.

Such a project involves a lot of skill and care on the part of the people actually performing the work. On *Jesse L. Brown* those skills were not readily available among the crew members and they needed a plan of action to get the project started.

Left: EN1 Clinton Taylor and STC Robert Overkott inspect newly-installed ventilation ducts.



Left: The ship's lounge before a future renovation. Below: STSN Eugene Carson checks the base for a set of bunks. Bottom: Jesse L. Brown during overhaul.



So, a special team of 26 sailors from different divisions was hand-picked.

"We took a sonarman and made him a temporary welder while a deck seaman learned to install lagging and ventilation, and a machinist's mate learned how to tile," said Chief Sonar Technician Robert J. Overkott, division officer for *Jesse L. Brown's* habitability team. "Most of the men had never dealt with the kind of work they had to do on the 'hab team'."

The team, once selected, had to rehabilitate six berthing and four sanitary spaces, and convert another space into overflow enlisted berthing. All the spaces marked for the project had deteriorated from years of use and had to be gutted and restored. New bunks, sanitary fixtures and ventilation had to be installed in less than eight months at minimum cost.

"Probably the biggest hurdle we had to jump was the massive coordination required to get the project off the ground. None of us had ever dealt with this kind of program before, so we were in constant contact with NavSea, ComNavSurfLant (Commander, Naval Surface Force, U.S. Atlantic Fleet) and individual civilian contractors," Lt. Cmdr. William E. Organek, ship's executive officer, said. "We had to learn as we progressed."

Training was also a problem, but not for long. Three technical representatives trained crewmen in electrical, plumbing and sheet metal work. The tech reps worked with the habitability team throughout the project.

Mess Specialist Seaman Anthony A. Ward was one member of the team. "I had to put new bunks together and lay tile, something I never would have been able to do without assistance from the tech reps," Ward said. "I know enough about it now to do this kind of work on the side."

Engineman 1st Class Clinton Taylor Jr., leading petty officer for the team, saw another problem. "We were a good distance



Jesse L. Brown

from any major naval activity, so getting tools and parts was a big problem," he remembered. "We were resourceful enough to make our own tools when we had to and still stay within safety restrictions."

Other problems, such as schedule conflicts with the civilian shipyard and keeping team members proficient in their regular rates, were overcome. Fifteen-hour work days were not uncommon during the rehabilitation. "We had lots of confidence in our own abilities," said Overkott. "These men got through this on pride."

The *Jesse L. Brown* crew did 'get through' the rehabilitation with remarkable results. "The sanitary spaces are hotel-like," said Organek. "The hab team has a lot to be proud of."

"The crew definitely appreciates the work we did," said Ward. "I think everyone will treat the spaces with more respect now."

Sonar Technician Seaman Eugene Carson, who did much of the welding and brazing work on the rehabilitated spaces, agreed. "The crew will treat the spaces well, because they know the work was



done by shipmates."

Taylor had similar thoughts. "We have to use the facilities and sleep on the bunks we installed, so we naturally put in a maximum effort to do it right. This is a real morale booster."

Those sentiments were echoed by the NavSea habitability self-help program manager, Gene Lenander. "Since this program started in 1975, we've seen less vandalism aboard Navy ships," Lenander said from his office in Washington, D.C. "It brings crews together since workers

are taken from every division aboard the ships. The sailors get a real sense of ownership and pride."

Aboard *Jesse L. Brown*, the crew liked the idea of rehabilitating their own spaces so much that they requested and were given approval to rehabilitate the crew's lounge.

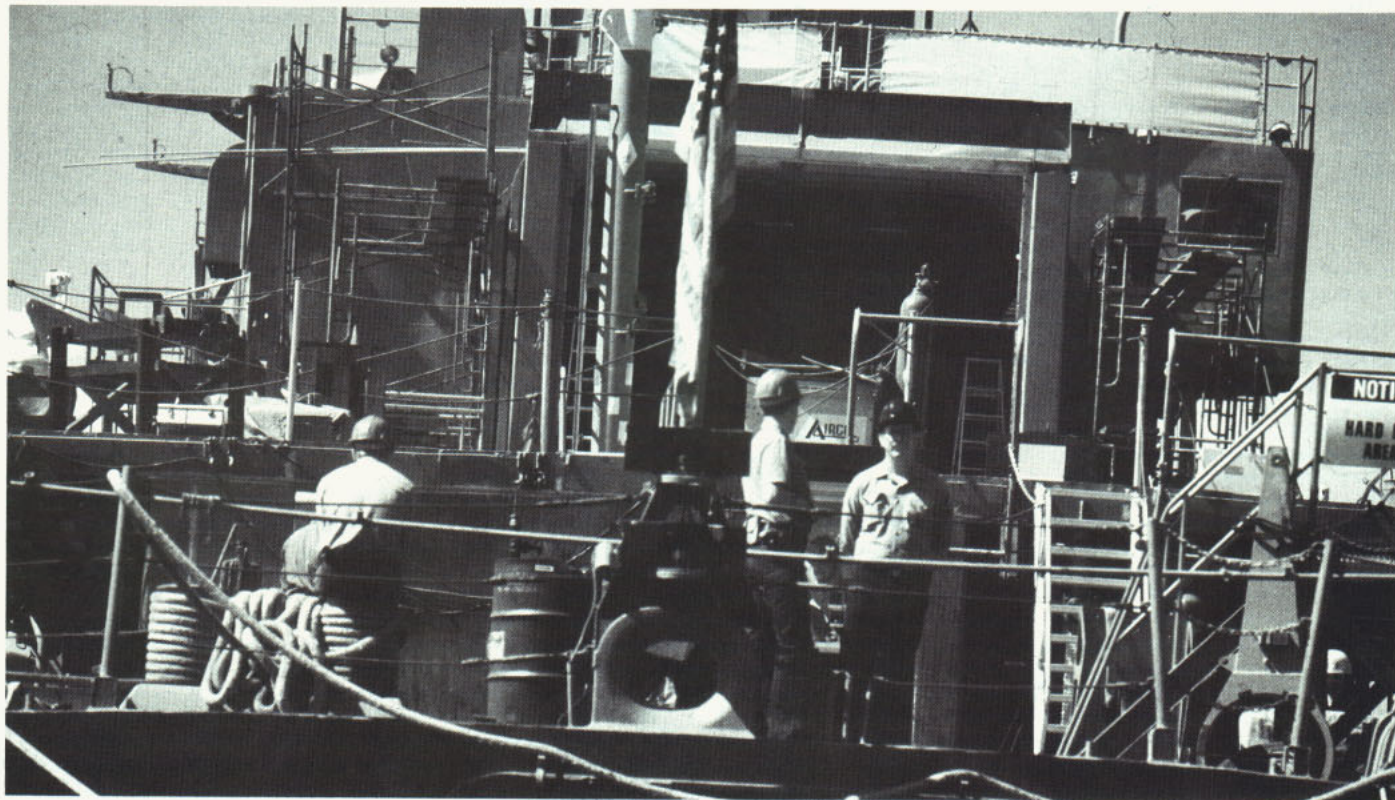
"We can do the work on the lounge for half the money a contractor would want," said Overkott.

Safety was a paramount consideration aboard *Jesse L. Brown*. "We went through the entire operation without a single injury, and we didn't lose a single tool," said Overkott. "The LPO and I held safety inspections daily."

The NavSea habitability self-help program has saved the Navy more than 300 percent on the cost of rehabilitating living spaces aboard Navy ships.

"With the skills picked up here," said Organek, "our hab team could do the same work on any ship in the Navy. There is no compromise in quality, and the affect on morale is well worth it." □

Woodworth is assigned to NavInfo New England, Boston.



Former Turkish sailor becomes U.S. Navy officer

Story by JO1 Brenda Starkey

He was a Turkish navy enlisted man. Now he's a U.S. naval officer.

Ensign Ozkan Ozkosar, an Istanbul native, resigned from the Turkish navy in 1971 after marrying the former Madeline Talerico of Hepzibah, W.Va. Three years later, he followed his childhood dream and enlisted in the U.S. Navy.

"When I was a boy, I used to go to the U.S. Embassy and get passes so I could visit the American carriers," Ozkosar, the son of a retired shoemaker, said.

"Two years ago when my ship went to Turkey, my father was waiting on the pier, and I was in the United States Navy."

Vice Adm. Henry C. Mustin, now commander of the U.S. 2nd Fleet, said he's been impressed by Ozkosar for some time.

The new ensign was a machinist's mate second class aboard USS *Barry* (DD 933) based in Athens, Greece, in 1974.

"I watched Ozkan put the engine room of *Barry* back on line in six months. The propulsion examining board inspected the engine room and said it was the best they'd ever seen. *Barry* won the Arleigh Burke Trophy for the most improved ship," Mustin said.

"At the same time, Ozkan was learning to speak, read and write English so he could pass the first class exam, which he did," Mustin added.

Ozkosar became an American citizen in 1976. He said his performance is the result of patriotism for his new country. "The main reason I'm successful in the U.S. Navy is because of my background. Where I come from, there are not many opportunities, but here there are many opportunities open to everybody. I don't take these opportunities for granted."

Ozkosar, commissioned under the Navy's limited duty officer program, now is

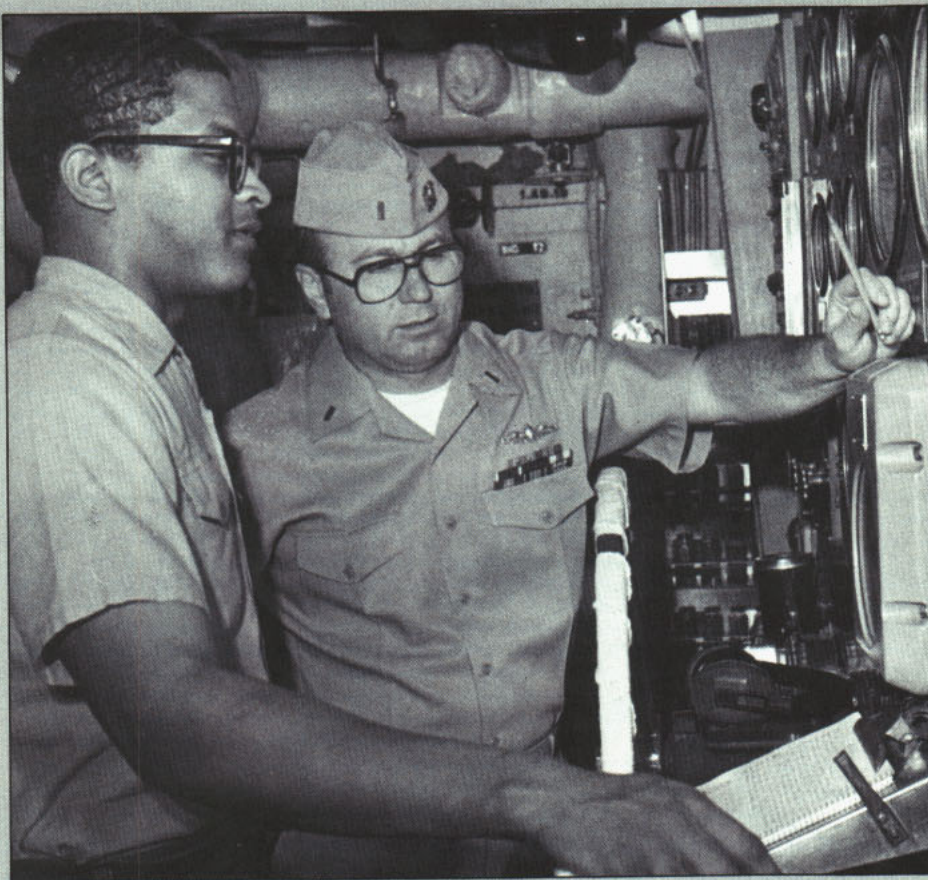


Photo by PH2 Don Koralewski

machinery division officer aboard USS *Biddle* (CG 34) and supervises 32 men who man the ship's two engine rooms.

He received two promotions this year: first, he was promoted to senior chief, then he was selected as an officer candidate.

He plans to remain on active duty until his body tells him it's tired. Then, he said, he'll retire to Clarksburg, W.Va., and probably do volunteer work.

"It's a small community. There are farms, green trees, fishing, hunting—it's a gorgeous place with nice people," he said.

Above: Ensign Ozkan Ozkosar checks systems procedures with a machinist's mate in *Biddle's* engine room.

He has no immediate goals other than to do his job in the Navy. "My major goal was becoming an officer," he said. "I have no goals now, but you can set goals every day. Whenever I see an opportunity, whenever there's an open door, I go in."

Ozkosar is scheduled to report to the aircraft carrier USS *Independence* (CV 62) in November. □

Starkey is assigned to the Navy Public Affairs Center, Norfolk.



USS NIMITZ

Where teamwork
is a tradition



Silence envelops the awesome warship as its enormous bow knifes gently through the water. Below decks, men begin to stir. Some rise from their cups of coffee or card games, and others end their catnaps. The stillness of the flight deck belies the frenetic pace to come.

Flight operations are beginning aboard USS *Nimitz* (CVN 68); they will last for more than 36 grueling hours. Each cycle—launch and recovery—is precision choreography.

From the forward catwalks, figures clad in colored jerseys—yellow, brown, green, red, white and purple—emerge from the skin of the ship. First one, then two, then a dozen figures scurry about the flight deck, readying surveillance, fighter and attack aircraft for launching.

The silence is broken.

A cacaphony of voices begins. Chiefs and leading petty officers bark orders. Aircraft and the flight deck are prepared for the launch cycle. Men reel out fuel hoses from the catwalks to top off aircraft with JP-5, a volatile mixture consisting primarily of nitroglycerine and kerosene. Small, powerful “tractors”—hooked up to the planes with tow bars and used to position aircraft before the pilots turn up their engines—are revved. Cranials (protective headgear), goggles and life vests are checked, for the second or third time. Here, repetition and safety go hand in hand.

Bomb release racks and ordnance are attached to aircraft spotted on the flight deck. Deck-edge elevators ascend from



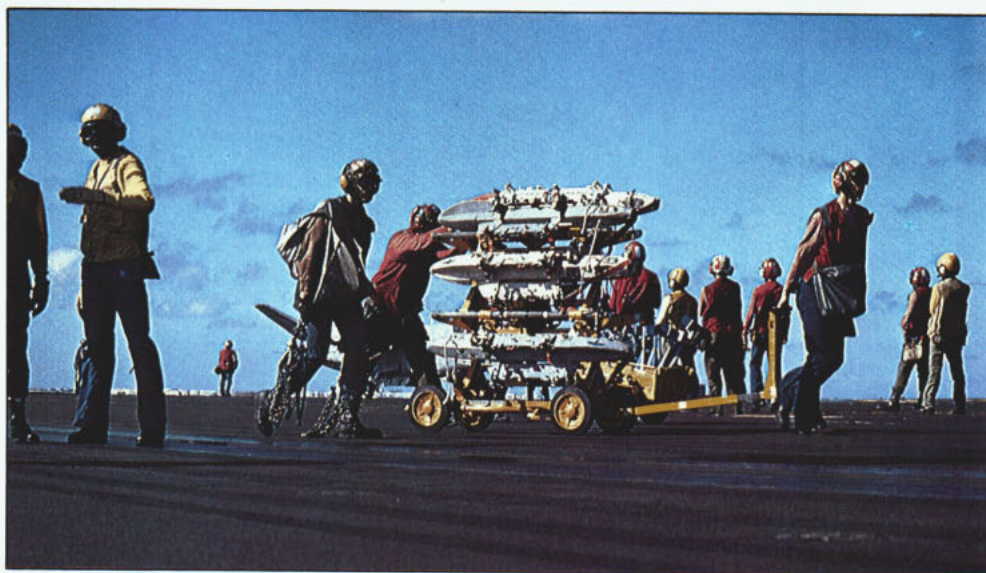
the hangar deck, laden with aircraft and ordnance. The air boss barks out orders over the flight deck 5MC. One of the first orders is for a FOD (foreign object damage) walkdown.

Men line up abreast, the width of the flight deck and three or four deep, and walk the length of the deck, checking for loose objects that could be sucked into an aircraft's engine. Even a discarded gum wrapper could spell disaster, or minimally, long hours of repair by maintenance crews.

The two launch "bubbles"—manned modules—are raised from below decks. One is located on the port side by the outboard waist catapult; the other is forward amidships between the cats. It is from here that the planes are actually shot off the ship.

Pilots filter out of the ready rooms to preflight and man their aircraft. The plane guard helicopter is launched. The sound of flight deck activity is drowned out by the scream of jet engines as the first sortie is readied.

Then comes the launch. A plane is directed to taxi to one of *Nimitz's* four catapults. Just aft of each cat, a steel shield



rises up to deflect the deadly blast and heat from jet exhaust. A sailor runs to the aircraft's nose gear, ensures it and the catapult's toe-and-nosewheel assembly are properly "married" for the cat shot, then runs away with the "thumbs up" sign held high.

The pilot turns up his engines, briefly checks his instrument panel, and salutes the catapult officer in the launch bubble to indicate "ready." A force 12 times his

body weight presses the pilot into his seat, and the aircraft is airborne.

The sequence continues until all aircraft flying this mission are launched. The sequence will recur every 90 minutes for the next day and a half.

Other members of the *Nimitz* team man their stations in support of the ship's air wing and its mission. From the signal bridge, towering 11 decks above the main deck, to the engineering spaces deep within



Photo courtesy of USS Nimitz



the bowels of *Nimitz*, men and steel merge to become a single fighting machine.

Before the vibrations of the first cat shot reverberate through the ship, below-decks sailors work with an alacrity characteristic of the buttons each crewmember wears: "*Nimitz* Teamwork—a Tradition."

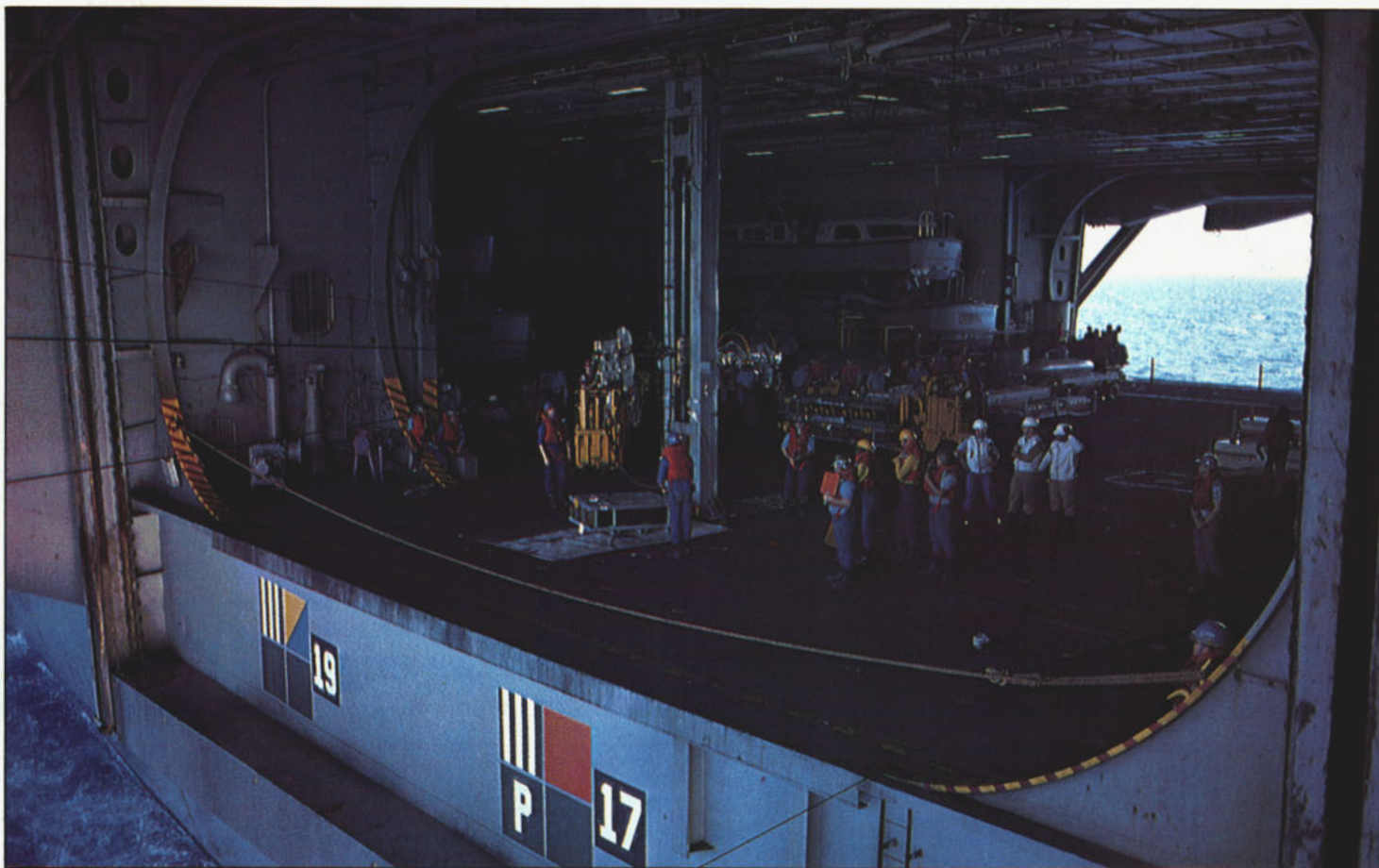
Aboard this super carrier, each member of its 5,500-man crew thinks in terms of "we" and "us." It is this sort of motivation, this commitment, which the late

British Field Marshall, Sir Bernard Law Montgomery, must have witnessed when he said, "I am personally forced to conclude that the time will come when the major factor in the control of the seas will be air power."

Projecting that air power is what the *Nimitz* team is all about. No team member has the luxury of an eight-hour workday. The norm is 16.

The demands for perfection are gruel-

Clockwise from far top left: A plane captain polishes an F-14 Tomcat canopy; maintenance is performed on a jet engine; an A-6 Intruder pilot mans his aircraft for a sortie; the signal is "Go!" for launching a Tomcat from the forward starboard catapult; ordnance is moved into position for arming aircraft.



ing. It can be no less. Men must stand watches, service aircraft and constantly run drills. Battle readiness is not learned from a dust-collecting, shelf-stored technical manual or how-to guide.

When the ship's IMC public address system blares, "THIS IS A DRILL, THIS IS A DRILL! GENERAL QUARTERS! GENERAL QUARTERS! ALL HANDS MAN YOUR BATTLE STATIONS!" there is no time for idle gossip, for finishing that just-lit cigarette or gulping down that just-poured cup of stout Navy coffee.

If a sailor had just sat down for a few minutes of respite and an evening meal, it'll have to be eaten later—cold.

Such is the routine for the *Nimitz* sailor. He takes it in stride—the missed meals, the less than eight-hours-a-night sleep. Each man is an important player, an integral part of the team.

Below decks the teamwork goes on. The mess specialist prepares 800 rations for midrats—the midnight meal. That's a small ration. Rations for 3,000 are prepared for main meals served in one of *Nimitz*'s two galleys.

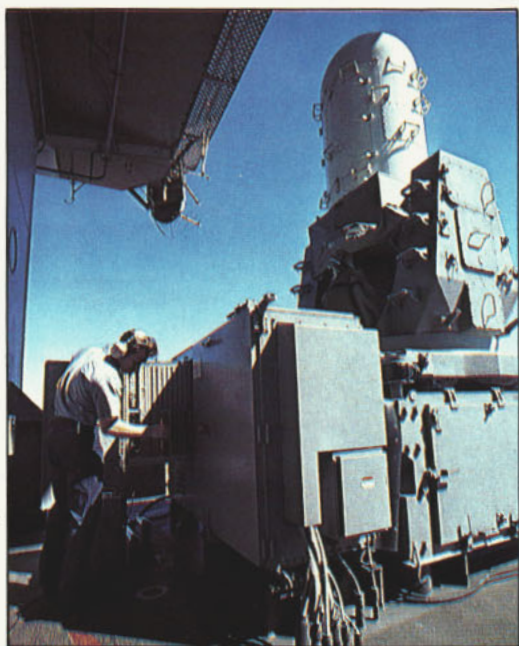
The boiler technician mans the reboiler spaces and takes regular readings to ensure service, or "hotel" steam, is pro-



duced. This steam is needed for the galleys, showers and the ship's laundry. Then there's the machinist's mate who works in the oxygen/nitrogen production room. He produces nitrogen for aircraft hydraulic and weapons systems and the oxygen that the pilots breathe in flight.

Another *Nimitz* team member is the operations specialist in the combat direction

center (formerly known as combat information center, or CIC). He mans the Naval Tactical Data System—NTDS—radar console, keeps track of the ship's aircraft and other targets "painting a return" on his scope. Lit by eerie blue lights, his work space is filled with telephones, plotting boards, radar consoles and tables. It is there that the tactical action officer, or



TAO, when directed by the commanding officer, would release the weapons in combat.

Next to CDC is the anti-submarine warfare module. Under the same blue light, aviation anti-submarine warfare operators scan their scopes, searching for friend or foe below the surface.

These men may not see daylight for

several days. The long watches in CDC and in the ASW module are draining to even the most seasoned watchstander.

Another Nimitz sailor—sailor in the sense of one who sails—is the Marine Corps corporal who is part of the ship's Marine Detachment. These leather-necks—specially screened for shipboard duty—guard the ship's magazines. They are responsible for the weapons security onboard. That corporal may have to respond instantaneously to an intruder alert, and he just might do it in his skivvies. Security preservation has no dress code. When there is a shipboard security alert, other sailors had best stand fast and tightly against a bulkhead to “make a hole.” Responding and armed Marines don't have the time for “excuse me” or “would you please move.”

Seventy-four feet above the ship's water line, on the signal bridge, the signalman, or skivvy waver in the vernacular, mans his “big eyes” (high powered binoculars) and zeros in on any surface contacts to identify them. What nationality are they? Is a merchant vessel flying a distress signal? Is a vessel acting suspiciously? He also communicates with other ships via the powerful signal light or international

Clockwise from far top left: A view from “Vulture's row” into the aft starboard hangar bay during a weapons UNREP; as part of the weapons transfer, a helicopter lowers ordnance onto the aft flight deck; FTG1 David A. Hoover performs a radar adjustment on one of Nimitz's Phalanx close-in weapons systems; an Intruder is launched.

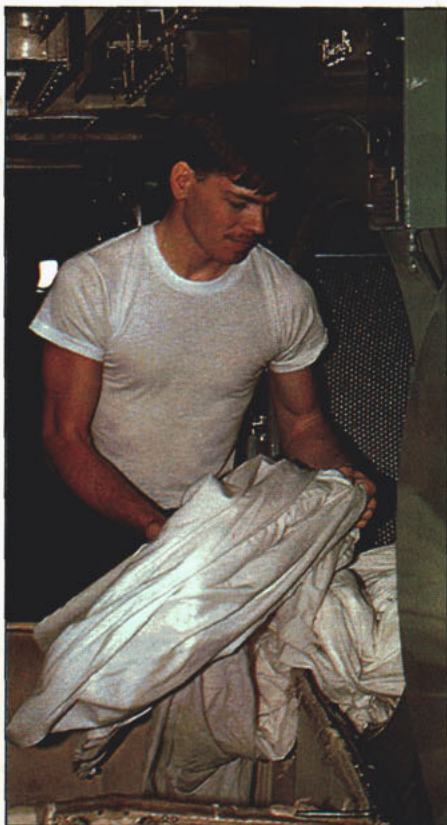


Photo courtesy of USS Nimitz

semaphore and flag hoists. He hoists signal pennants to tell nearby vessels that *Nimitz* is conducting flight operations, or is preparing for an alongside replenishment. He warns that they should maintain a safe distance.

About an hour and a half has now elapsed since flight ops began. On the flight deck another cycle begins, this time preparations for launch, and recovery of the aircraft from the earlier sortie. Again, the FOD walkdown.

For the recovery, the landing signals officer mans a small platform jutting out from the aft port flight deck. Telephone receiver in hand, he talks down the incoming jet. A sailor peers through binoculars at the incoming aircraft, sees it turn for the final approach to the rounddown, and makes sure all three wheels and the tailhook are down. "ALL FOUR DOWN!" he yells. The LSO quickly determines whether the deck is clear or fouled. He must ascertain that the pilot is making a proper approach angle. Digesting all this almost instantly, the LSO makes a decision and presses the button activating the bank of lights located off the port side, amidships. Green lights tell the pilot to come in for the trap, or arrested landing. Red is a wave off; the pilot will have to circle and come around again. The trap brings an aircraft coming in at a speed of



Photo courtesy of USS Nimitz

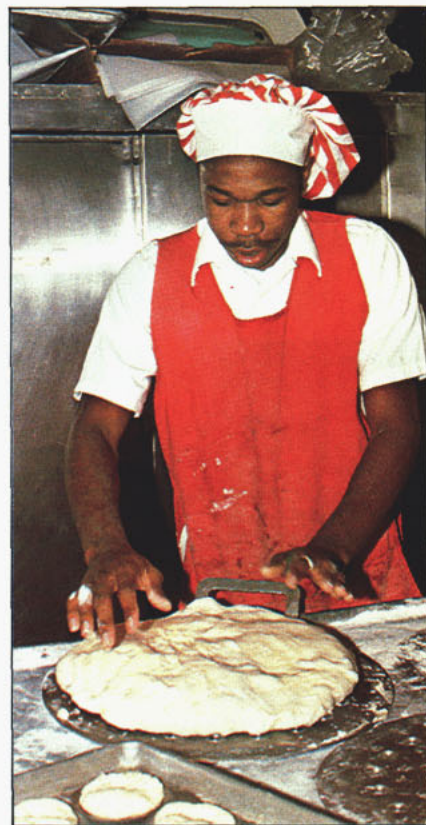
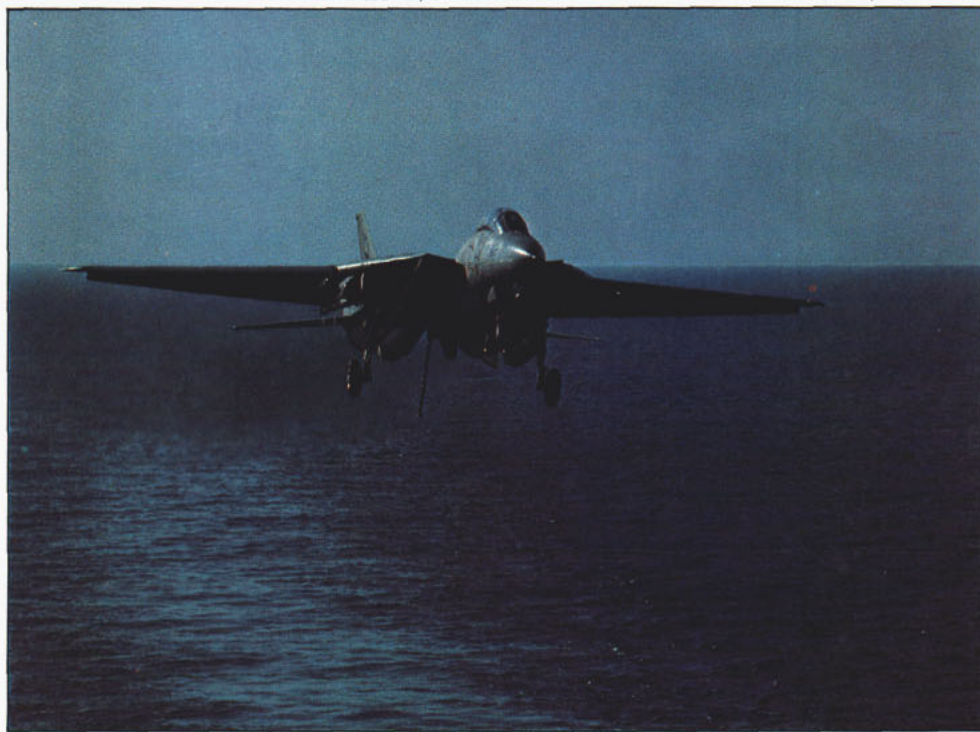


Photo courtesy of USS Nimitz



more than 140 knots (170 mph) to a dead stop within 300 feet. No gentle touch-down, then smooth rolling stop on a 3,000-foot runway here!

After the last recovery for an at-sea period, all hands turn to for field day. There is a zone inspection just before entering port, and the ship will be squared away. Gear is restowed, decks are stripped and

buffed to a sheen. Liberty uniforms are broken out and pressed, shoes are shined. Brightwork sparkles.

Before the sun rises on the day the ship drops anchor or prepares to tie up, deck gear is checked. Boatswain's mates ready the fo'c'stle for hours before the order is given to release one of the 30-ton anchors or to cast the 12-plus mooring lines to



Clockwise from far top left: Washing clothes for more than 5,500 sailors is a monumental task; Nimitz crew members work out in the weightlifting room; a mess cook kneads dough for some baked goodies; flight deck crew members await an aircraft recovery cycle; SM1 Jeffrey T. Budd hoists pennants during a general quarters drill; Nimitz sailors go on liberty in Fort Lauderdale, Fla.; an F-14 Tomcat approaches for a trap.

waiting, pierside linehandlers. If anchoring, boat booms are readied and liberty launches are lowered into the water. The boatswain's mates don't go on the beach when liberty call is piped over the IMC. Maybe they'll be able to go ashore a few hours after their shipmates have left.

Such is life aboard *Nimitz*. What keeps the *Nimitz* sailor going?

Pride, a sense of purpose, they say—plus a nearly insatiable appetite for challenge.

Whatever it is, they get the job done in a spirit of professionalism and teamwork—a *Nimitz* tradition. □

—Story and photos by
JOC(SW) Fred J. Klinkenberger Jr.

Family Service Centers help worldwide

Story and photos by JO1 Jim Nankervis



At times, the Navy can be a trying experience. With all the moves, the long working hours and the family separations, Navy families have to steer delicately down a road riddled with potholes of domestic trouble.

To help its families travel that road, the Navy has established more than 60 Family Service Centers worldwide. "The goal of the centers is to enhance the quality of life for Navy families," Judy H. Hampton, deputy director, Family Service Center, Naval District Washington, said.

By enhancing the quality of life, according to Hampton, the Navy increases its combat readiness. "If a Navy member is dissatisfied at home, he might carry that dissatisfaction back to the Navy."

Family Service Centers were created in the 1970s. "The Navy did a survey . . . and found that people were leaving because they were not happy with military life. Retention was down, and military families were not having their needs met," said Cmdr. Allen M. Cross, director of Washington's Family Service Center.

"To combat the problems military families were facing, the Navy created the centers," Cross added.

One such center is located in Enterprise Hall, Anacostia Naval Station. It has about 15 constant referral and information programs and about 15-20 workshops a month. "Our programs range from income tax preparation to rape awareness," Hampton said.

"Our most popular workshops are assertiveness training, rape awareness and stress management. We also have about 300 service members a year come here to have their state and federal income tax forms done. Also, we will go to area commands and hold general military training on some of the same topics we teach in our workshops," Hampton explained.

Besides workshops, the family center offers short-term counseling. "People can get counseling for depression, stress, anxiety, marriage difficulties and children's behavioral problems. All of our counseling is free and confidential, and our coun-

selors are master's level (master's degree) and licensed," Cross said.

If a member comes to us for counseling," Cross said, "no one, not even the member's commanding officer, can get information about the member from us. There are three exceptions: suicide, homicide or child abuse. If a member comes to us with information about any of those three exceptions, we are required by law to report it."

Volunteers are a vital part of the family center, according to Cross. "Most of our volunteers are in the Parent-to-Parent Program. This is a community outreach program using trained volunteers to support parents of preschoolers.

"Volunteers, called 'home visitors,' make weekly visits to parents to share information about child development and child rearing," Cross said.

The family center also oversees the

Washington, D.C., Navy Ombudsmen Program. "We train the area ombudsmen. Twice a year we hold training courses for them. We also provide them with information to pass to their commands," Hampton said. Information about the center is also sent to each area command in the form of a monthly newsletter.

"The newsletter lists everything we have scheduled for the month. It also lists information on services provided by the surrounding communities," Cross said.

Cross said he sees the role of the family service centers increasing in the future. "More and more people are becoming aware of us. Navy members are now seeing that if they have a problem, they can come here for help. All they have to do is call (their local family service center) and ask for help." □

Nankervis is assigned to the public affairs office, NAF Washington, D.C.



Judy Hampton, deputy director, Navy Family Service Center, Washington, D.C.

PROFILES

of Navy instructors

Story by Lt. Cmdr. Janet Clement

Instructor duty is not traditionally "sought after" duty, but good instructors perform a vital service for the future U.S. Navy, according to Vice Adm. James A. Sagerholm, chief of Naval Education and Training. And the duty can be personally rewarding. Instructors acquire new skills, such as platform speaking and curriculum

development; many upgrade their education, and the duty prepares them for post-retirement teaching positions.

The following profiles of two instructors at Naval Air Station Pensacola, Fla., provide examples of the benefits. And there is the added challenge of passing on skills to people the instructors will be later

working with aboard ships or at shore stations.

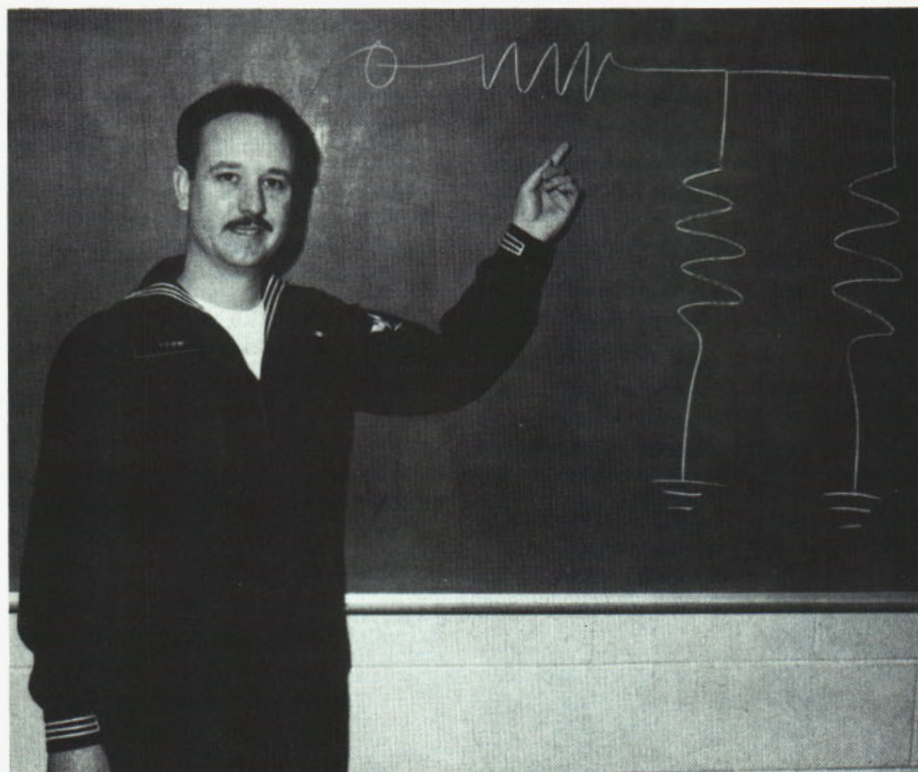
* * *

Cryptologic Technician (Maintenance) 1st Class Michael A. Stevens and Lt. Kevin S. Lyles view their teaching assignments with Naval Education and Training as good duty. Not only do they enjoy their career enhancing jobs, they find their Pensacola duty station has a lot to offer—water recreation, low cost living, cultural events and an opportunity to continue their educations.

Stevens, Corry Station's Naval Technical Training Center 1984 Sailor of the Year, likes his job so well that after a 2½-year assignment, he signed on for another 1½ years. The 31-year-old petty officer, whose wife Susan also is a CTM1 in Corry's curriculum department, teaches preventive maintenance technology for the electronic warfare, electronics technician and CTM "A" school at the Consolidated Navy Electronic Warfare School.

His students—in a class of 22, with an average age of 19—have just completed boot camp and the basic electricity and electronics school in Orlando, Fla. They are at Corry to learn the fundamentals of transistor, vacuum and receiver theory and power supply.

Stevens said that the material is new to most of them and that there is "a definite



moment when a light goes on and they grasp exactly how something works. That's exciting."

Stevens' boss, Senior Chief Electronics Warfare Technician David L. Forrest said, "He's an extremely dedicated instructor. There's never a time when he won't stop what he is doing to help a student, even if it's after hours."

Stevens applied for instructor duty at Corry while stationed at the Naval Security Group Activity, Edzell, Scotland, because "I'm a water type person. I love the beach. I also knew the locals accept sailors and the cost of living is low enough to afford a house—something out of our reach in the D.C. area."

After receiving his orders to Corry, Stevens was sent to instructor training in Millington, Tenn., for three weeks. There, he "taught" in front of video cameras and was critiqued by the class.

At Corry, he sat in on classes for two weeks and became familiar with the instructor's guide. When he felt ready, he began teaching one of the five different two-week sections. According to his students, "Stevens teaches in a way we understand. He comes down to our level."

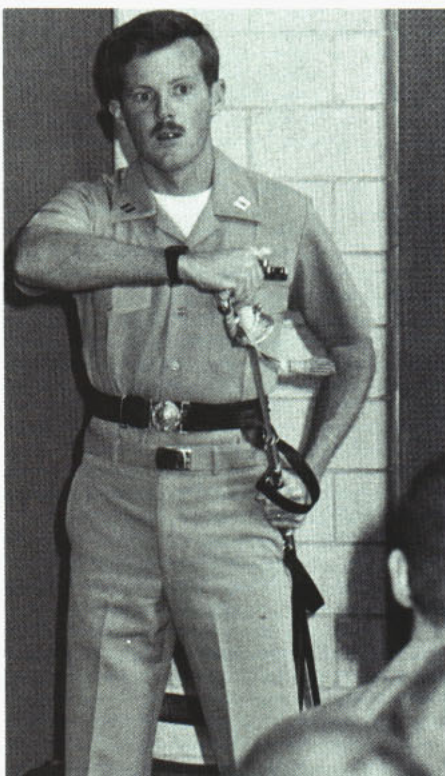
Stevens now handles all five sections. "At first it was very exciting; now it's comfortable and fun. I enjoy the challenge and the different personality of each class."

Instructors at Corry usually teach for four weeks, then have a two-week break. During the break, they may work on curriculum development, as Stevens does. Classes involve labs where students test the theories they learned in class. "Seeing things work makes believers out of them," said Stevens.

Like many of the instructors, Stevens is taking advantage of off-duty education opportunities. While in Pensacola, he completed his Bachelor of Applied Science in electronic management at Troy State and hopes to finish his Master of Science in management, equivalent to an MBA, before being reassigned.

Stevens, eligible to take the chief's test next year, plans to apply for a commission as a limited duty officer.

* * *



Just down the road from Corry, Lyles is a class officer at the Naval Aviation Schools Command.

The red-haired A-6 bombardier-navigator said that teaching military law and being a class officer for aviation officer candidates was nowhere near the top of his wish list. "I wanted to be an instructor for an A-6 replacement squadron, or a VT-10 or VT-68 flight instructor. But now that I think back, this is probably the best move I've ever made in the Navy."

Lyles, 28, is from Clearwater, Fla. He was about to get out of the Navy when he reported for instructor duty.

"If I had gotten what I thought I wanted, I would have been spending a lot of time in a flight suit but not developing other skills." Instead he found working with warrant officers and AOCs immediately gratifying, and the experience taught him more about being a naval officer.

Before beginning his nine-month military law teaching stint in December 1982, he had three weeks of what he affectionately termed "Combat Public Speaking," where he got used to standing in front of a group.

Opposite page: CTM1 Stevens teaches preventive maintenance technology at NTTC Cory Station. Left: As AOC class officer, Lt. Lyles' duties include teaching saber handling.

"Now I don't think I'll ever be uncomfortable in that position again, even with captains and admirals, as long as I've mastered the other half of the battle—knowing my material. It really builds confidence in an individual."

As an AOC class officer, Lyles serves as a role model, in a position similar to a division officer. He sets the example. "Every time we inspect the candidates, they are inspecting us. We have to be above reproach in everything we do."

He serves as a counselor and adviser, explaining what students can expect and how they are graded, taking pride in helping train well qualified officers for the fleet—officers he may work with some time during his career.

While his role is primarily that of an adviser, meeting with the candidates before and after class, he does teach sword work and some leadership classes as well as rifle and physical training runs during the 14 weeks of classes.

In his 1½ years as class officer, for usually two classes at a time, he has commissioned seven classes—approximately 250 men and women. "Half the ensigns in town know me and often drop by to let me know how they are doing."

Another aspect of the job Lyles enjoys is working as a team with the drill instructors. "ACOS is a hard and challenging program. I have a lot of respect for those in it. It changes people from Caspar Milquetoast types to people who roar like tigers."

While at ACOS Lyles has completed his master's in management at Troy State. "I'd teach in one room and then just go down the hall for my class." Lyles said the best thing that happened to him in Pensacola was meeting his wife, Maria, an ensign who is in intelligence training in Denver. □

Clement is assigned to the public affairs office, NAS Pensacola.



Survival gear PR's top priority

Story and photos by PH3 Terri McCabe

Aircrew Survival Equipmentman 1st Class Michael Giles pointed to these words displayed in the spacious paraloft, building 150: *Survival Gear PR's Top Priority.*

"We work by this rule," he said. "If there's any chance a pilot will not make it home, we don't take it, and I think many people do not realize the extent and the importance of the job we do."

Giles is a shop supervisor in the paraloft, the smallest division within Aircraft Intermediate Maintenance Department at Naval Air Station Lemoore, 40 miles south of Fresno, Calif.

Paraloft has three main workcenters: the packing deck, the rubber room and the oxygen component repair shop.

Paraloft runs a basic 24-hour service. Every afternoon a truck picks up gear scheduled for maintenance from each squadron and drops that gear off the next day.

"Maintenance of survival gear is our top priority, but not our only responsibility," said Giles.

"Although we still call ourselves parachute riggers, our rate is officially titled aircrew survival equipmentmen. Our job remains the same. We are responsible for the survival of a pilot or aircrewman after he ejects from an aircraft or a crash."

The packing deck checks all parachutes for every aircraft at Lemoore—approximately 350 chutes. The parachutes have to be unpacked, and more than 50 areas have to be checked and re-checked, before the chutes are repacked and returned to the squadrons. If any repairs or modifi-

cations need to be done, the job takes longer.

Each parachute has a life expectancy of one ejection. After it is used, it is taken to an investigation center where it is analyzed, and never used again.

"The paraloft also is the Navywide training center for packing the FA-18 parachute," said Senior Chief Aircrew Survival Equipmentman Robert Leonard, division officer. Leonard, a PR for 22 years, packed parachutes when most Navy air-

craft still had propellers.

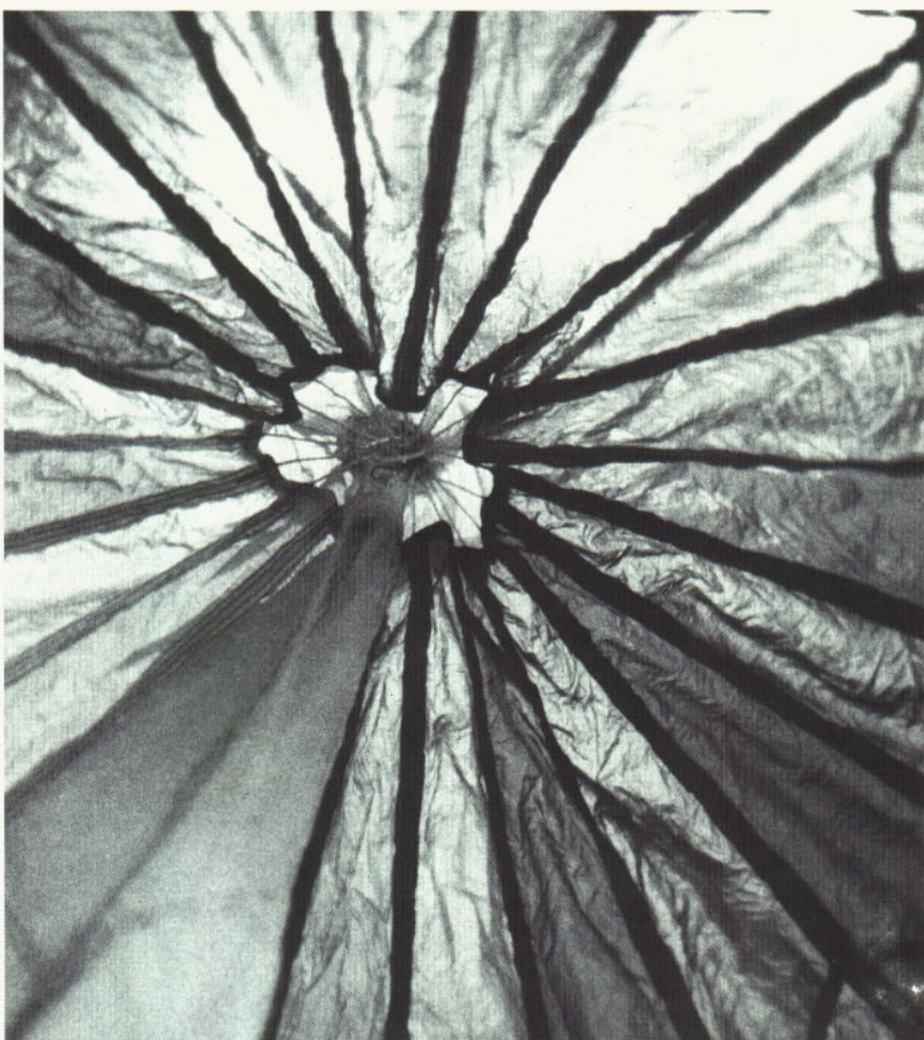
Survival vests, life rafts, life preservers, anti-exposure suits and inflation equipment are maintained in the rubber room.

Each item in a survival vest is routinely checked—and replaced if necessary. Each life preserver is inflated for hours, deflated and repacked. The form-fits inside helmets are fitted and poured in the rubber room. Any changes or modifications to survival gear are also done there.



Opposite page: PR2 Terri McClain repairs parachute ropes. Right: PRs measure parachute ropes to ensure proper length.

Survival gear



In the oxygen component repair shop is wall to wall testing equipment. To work there, a PR must have on the job training and have attended oxygen school or an advance school.

"In this workcenter we maintain LOX converters. The converters contain liquid oxygen and convert it to breatheable oxygen for pilots. The converters are checked every 231 days," said Aviation Structural Mechanic 2nd Class John Stevenson, oxygen shop supervisor.

"The oxygen shop repairs and checks anything that has to do with a pilot's regular or emergency breathing systems."

Left: (l to r) PR1 Tim Beringer, PRCS Robert Leonard and PR2 Jerry Chiles inspect a parachute before packing it. Above: Parachutist's view of parachute.

In one corner of the paraloft are several sewing machines with stitch capabilities ranging from fine to durable. The machines are used for repairs or modifications. At times PRs are called upon to sew things like FA-18 structure covers or canopies over walkways and buildings.

"Our sewing abilities enable us to make anything if we have the proper material and blueprints," said Giles.

When any maintenance is finished, the work is checked by a collateral duty quality assurance representative before any equipment is returned to the squadrons.

Twenty people man the shop, including eight people temporarily assigned from squadrons. The PR rate is small, and camaraderie is unique.

"We really get along and help each other to help others," said Aircrew Survival Equipmentman 1st Class Marv Meissai. □

To put old ghosts to rest

Story and photos by JO2 Lee Bosco

When Pharmacist's Mate 3rd Class Greg Emery went ashore during the first assault wave at Iwo Jima, he carried his Navy corpsman medical kit and a fear so real he could taste it.

That was 40 years ago, Feb. 19, 1945.

Emery returned to Iwo Jima that same date this year for the "Reunion of Honor."

He went back to help dedicate a monument to his fallen comrades and enemies—and to put to rest the old ghosts that have haunted his dreams for four decades.

"I was a corpsman. It was my job to save the lives of the ones sent here to take other people's lives. And, mister, they kept

me busy. Everywhere I looked I saw nothing but wounded men, brave men," Emery said as he knelt on the sands of Iwo Jima.

His hands trembled as he scooped some

Two men, who 40 years ago were mortal enemies, hold the flags of their countries at the monument dedicated to their bravery.



Ghosts



of the sand into a peanut jar, and tears welled in his eyes. His face, lined with age, showed his struggle to hold back his emotions as he spoke of the special meaning the small jar held.

"You know, I brought this bottle back to Iwo. I had it during my time on this island.

"When I left here, this bottle was full of sand. This time when I leave, it will be full of sand again.

"This island is the most expensive piece of real estate ever purchased. The 3rd, 4th and 5th division Marines paid for it with their lives. My brother-in-law was one of the guys who bought this island."

Six thousand Americans and 15,000 Japanese were killed on that eight-square-mile island; 19,000 Americans and 1,000 Japanese were wounded in the 20-day fighting.

Emery said his wife's brother was one of those who died on that beach Feb. 19, 40 years ago. He was taking the sand home to be sprinkled on his brother-in-law's grave.

Although Emery lost someone on Iwo Jima, he also found someone.

Norman Ostrowski, his hair now gray and shoulders slightly stooped, was a corpsman with the 5th Marine Division, same as Emery. They had known each other, but weren't really close.

"Iwo changed that. After that battle we were 'thick as thieves,'" Ostrowski said.



"The things that we saw and experienced together had an effect on us that will last the rest of our lives. We kept in close contact over the years and visit each other all the time. Once you go through something like that, you can never forget it."

Emery and Ostrowski stood together for the American and Japanese national anthems at the memorial dedication ceremony.

The sound of surf, just yards away, pounded into the black sand as Japanese military men spoke of the "dogged determination of the American Marines" and American military men spoke in wonder of the tenacity of the Japanese fighters.

As the monument was unveiled, the veterans inched in closer to read the inscription. In English, on the side that faces the treacherous beach, the monument commemorates the men, living and dead,



who fought on Iwo Jima. Carved into the granite is a prayer—that mankind always remember the sacrifices made on the island and that those sacrifices never have to be repeated.

On the side facing inland, the same inscription is in Japanese.

Emery and Ostrowski moved into the crowd that had gathered at the base of the monument. American veterans and Japanese survivors of the battle mingled and consoled one another.

"All during the ceremony I scanned the crowd of Japanese survivors," Emery said. "I was hoping to find the face of a Japanese soldier that I administered first aid to.

"He wasn't there. A lot of time has passed . . . he may not be alive."

After the ceremony, the men and a sprinkling of widows and other relatives explored the barren island of volcanic rock and ash. They visited Hospital Cave and walked along Shipwreck Beach. By early afternoon Emery and Ostrowski found



themselves atop Mount Suribachi.

The two men had witnessed the U.S. flag raising immortalized in photograph and sculpture.

"This place holds the most emotion for me," Emery said. "What happened here set the tone for the rest of my life. The sense of pride that I felt when they raised 'Old Glory' has never been topped by any emotion that I've felt since."

Ostrowski called the flag raising one of the happiest moments in his life.

"Seeing that flag going up made me think that we were going to take this island—we were really going to do it," Ostrowski said. "It gave me a sense of relief and accomplishment. I know that everybody fought harder after that."

"It was like a shot of adrenalin."

As the sun set behind Mount Suribachi, the two made their way down the mountain. The final event of the day—the event they had waited 40 years for—was a gathering on Requiem Hill. Men who had once exchanged bullets and bombs in battle now

exchanged addresses and farewells.

"The thing about Iwo Jima was that the whole time I was here I was never sure that I would get away alive," Ostrowski said. "But once I got home, I knew that if I ever got the chance, I would return."

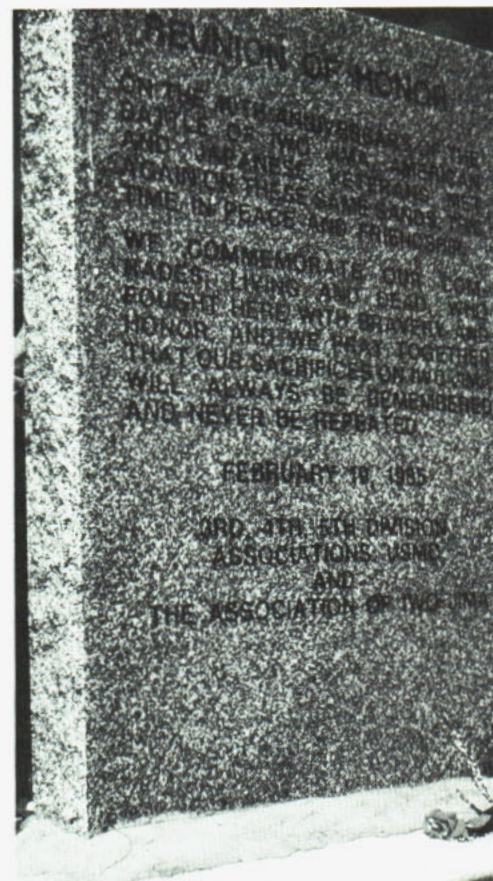
"I had to come back," he said. "I came here the first time as a kid and left as a man. I wanted to see if this place had changed as much as I had in the time that's slipped by."

"The island hasn't changed . . . only the people who fought here—and survived."

When Greg Emery boarded the Marine Corps C-130 aircraft that once again took him from Iwo Jima, he carried with him a jar of black sand and a sense of fulfillment.

"I did what I needed to do. I took earth from Iwo Jima during war, and now during peace."

"Now—maybe—I can rest a little easier. I've kept a promise that I made to myself a long, long time ago." □



Widows and survivors remember and pay tribute at the dedication ceremony.

Bosco is assigned to the 7th FltPARep, Subic Bay, R.P.

'First and formidable' fixes school

Story and photos by JO1 Larry J. Basham

The "First and Formidable" AEGIS cruiser USS *Ticonderoga* (CG 47) did something very nice. Something that might not be expected of a warship when it pulls into what would otherwise be just another liberty port that salty sailors tell sea stories about. The crew of the cruiser can tell a different kind of story about their visit to Colon, Panama: the story of *Ticonderoga* sailors using Navy skills and materials to help restore a rundown schoolhouse in a typical Panamanian neighborhood.

The school's name is Manuel U. Ayarza. A taxi trip to it would cost about \$2 more than a quick trip to downtown Colon stores and bars. Of course, *Ticonderoga*'s volunteers didn't take taxis—they rode in trucks hauling materials.

Master Chief Signalman Alexander M. Jeffers, command master chief, guided the Civic Action project like a construction foreman.

"At first," Jeffers said, "we had no idea of what it consisted of . . . only that some wiring and plumbing would be necessary. I took two senior electricians and a senior hull technician with me to visit the site.

"We found a three-story building that was pitiful. Inside, it had hardly any lighting. To say it needed plumbing was an understatement—it had no plumbing at all. It seemed like it had been neglected for years."

From across the large field where children played, the school's exterior didn't

show the full story of the dilapidated interior that was the focus of the *Ticonderoga* work crew.

Some crewmen applied 65 gallons of paint; others cleaned debris from classrooms; a yeoman worked with a sea of chairs in the schoolyard; a chief welded the metal gates at the top of steps leading from the street.

Most of the Panamanians spoke Spanish and some English. The school's director, Gilma Rodrigues, for whom a teacher translated, said, "I requested assistance after the (Panamanian school authorities) promised to fix the school . . . but not until the (seasonal, national) carnival was over."

Ticonderoga's help meant the students could enjoy a more pleasant learning environment much sooner than would have been possible.

For the volunteers, curious stares of parents and children passing by seemed more than casual observation. "They've been really, really, looking," said Personnelman Seaman Terence A. McIntyre as he picked up a nail. "As they look at us work, they learn more about us (as Americans)."

Another crewman, Electrician's Mate Fireman Andrew P. Harris, who mounted florescent light fixtures on the ceiling, said the project ". . . Relaxes me. It makes me feel good within myself because it's doing good."

Curious Panamanian visitors wandered

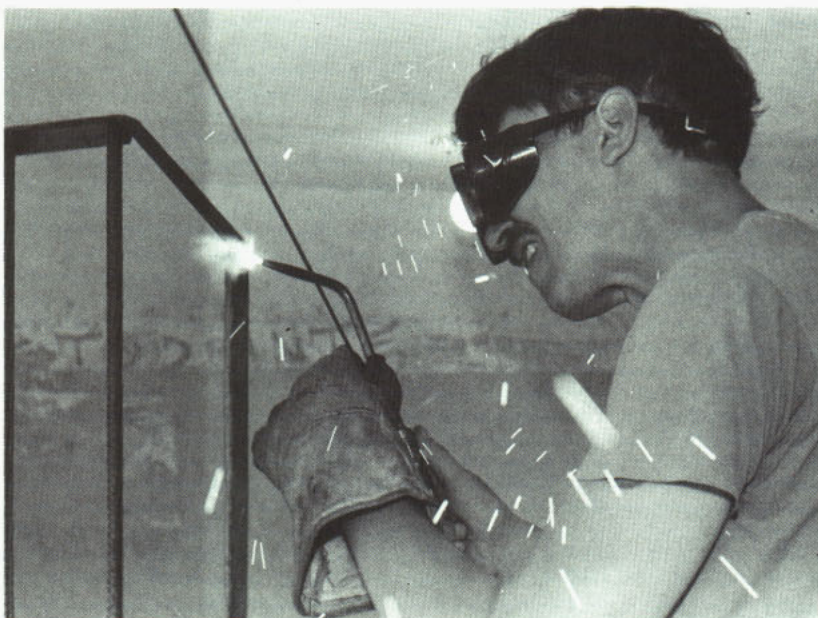


in and out of the schoolyard and schoolrooms and saw the walls come alive with color and the rooms brighten with light fixtures.

"We gave them light," said Jeffers, "where they hadn't had any in more than a year. We gave them little boys' and girls' bathrooms that are now operative. We repaired the school's bell, which the school's director had never heard before."



Clockwise from left: PNSN Terence McIntyre hammers a desk together in the schooyard; HTC Gregory Yale welds the schoolyard gate; FTM1 John Ricker paints a classroom ceiling; Principal Gilma Rodrigues (far left) and SMCM Alexander Jeffers (far right) discuss work plans with Panamanian officials.



To the children who peered in doors and through windows, their school, almost magically, looked reborn—and it was American sailors from the gray warship who gave so much of themselves. □

Basham is assigned to the USS Ticonderoga (CG 47).



Bearings

Swordfish returns to Manila

When the 7th Fleet submarine USS *Swordfish* (SSN 579) glided into Manila Bay last February, it was very different from the last time a submarine by that name visited the area.

It was the difference between peace and war and the difference between diesel power and nuclear energy.

The nuclear-powered submarine's recent visit to Manila was to give its crew a rest after operating and training with other 7th Fleet units in the Western Pacific.

The visit was the second time a nuclear-powered submarine had been to Manila. The first visit was about 15 years ago.

It had been far longer—more than 40 years—since a submarine named *Swordfish* had been in Manila Bay. That submarine, the diesel-powered USS *Swordfish* (SS 193), played a key role in the early days of World War II.

One of the most important missions of the old *Swordfish* was the evacuation of President Manuel Quezon, his family and other members of the Philippine Commonwealth government. With Luzon virtually cut off from the outside world by Japanese forces, they had taken refuge in the island fortress of Corregidor at the entrance to Manila Bay.

The handful of U.S. Navy submarines were too valuable to risk to Japanese attack during the day, so *Swordfish* spent the daylight hours of Feb. 19, 1942, resting on the bottom of Manila Bay.

After dark, the submarine surfaced, sailed to Corregidor, and took its passengers on board. *Swordfish* carried them to Panay where Quezon and the others were transferred to a surface ship for their dash to freedom in Australia.

Swordfish returned to "the Rock" to evacuate U.S. High Commissioner Francis B. Sayre and other senior government officials.

Commanded by then-Lt. Cmdr. Chester C. Smith, the submarine had a reputation for doing difficult jobs under nearly impossible conditions.

Among other things, it was credited with sinking the first Japanese ship during World War II, the merchant vessel *Atsutasan Maru*, on Dec. 16, 1941. *Swordfish* also took part evacuating other Filipinos and Americans, and getting supplies to the Allied forces opposing the Japanese.

Swordfish was lost at sea in January 1945, and is believed to have been the victim of a Japanese minefield off Okinawa.

The wartime *Swordfish*, commissioned in April 1939, was 310 feet long and had a submerged displacement of 2,340 tons. It had four 21-inch torpedo tubes in the bow and four in the stern,

plus a deck gun and several machine guns.

The nuclear-powered submarine that visited Manila 43 years later is 43 feet shorter, but has about the same displacement. It has six torpedo tubes forward and two aft, but no deck gun.

Surface speed of the two is similar—21 knots for the diesel submarine and 20-plus for the nuclear-powered version. But submerged, they are vastly different.

The World War II *Swordfish* operated on electric batteries when submerged. It could travel at about nine knots and remain under water only for a few hours before it had to surface to recharge batteries and replenish fresh air for the crew.

SSN 579, on the other hand, can cruise at more than 20 knots submerged. Its ability to remain under water is limited primarily by the food supply and endurance of the crew.

While the older *Swordfish* had a range of about 15,000 nautical miles, the nuclear version can travel more than 100,000 miles between refuelings.

Commissioned in September 1958, *Swordfish* was the third nuclear-powered submarine built for the U.S. Navy, and the first to operate in the Pacific Ocean. ■

—By JO1 John G. Bacheller
7th Fleet PA Rep., Subic Bay, R.P.

U.S. 2nd Fleet celebrates 35 years

The Navy's 2nd Fleet recently celebrated the 35th anniversary of its establishment as an operational command under the U.S. Atlantic Fleet.

Commander 2nd Fleet is primarily responsible for naval operations in the Atlantic, from pole to pole, extending from the coast of the United States to the shores of Europe and Africa, as well as in the waters of the Pacific Ocean

around South America.

As one of the Navy's four major fleets, composition of the 2nd Fleet reflects its wide capabilities as the major battle force in the Atlantic. This battle force is a mix of functional task forces, the attack carrier force, the sea control and surveillance force, the amphibious force and the mobile logistic support force.

A major responsibility of the fleet is training the battle force and groups in war skills. This is accomplished through

at-sea readiness and composite training exercises. In these exercises, submarine, air and surface units train as cohesive groups in offensive and defensive roles.

The number of ships and aircraft under the operational control of the 2nd Fleet depends on requirements, but can consist of as many as 70 ships and 300 aircraft.

The current commander of the U.S. 2nd Fleet is Vice Adm. Henry C. Mustin, and USS *Mount Whitney* (LCC 20) is his flagship. ■

Navy's C-118 Liftmaster retired

One of the Navy's oldest transport aircraft was retired recently from military service at Naval Air Station Atlanta after three decades of flying military personnel and cargo worldwide.

The C-118 *Liftmaster*, also known as the DC-6, is a propeller-driven aircraft that has been the workhorse of Navy airlift for 33 years.

Originally bought from Douglas Aircraft Company, the first C-118 aircraft, bureau number 128424, was accepted by the Navy on Sept. 6, 1951, at Naval Air Station Moffett Field, Calif. It was the first Douglas production transport aircraft to adopt cabin pressurization.

In the last 15 years of the C-118's life, the aircraft has been used primarily



Photo by PH2 Steve Walden

With a puff of smoke, the last C-118 in the military begins its final flight.

by the Naval Air Reserve to fly active duty and reserve missions all over the world.

The last C-118, bureau number 131597, from Fleet Logistics Support Squadron 46 Atlanta, was flown to Davis Monthan Air Force Base, Tucson, Ariz. (the "Bone Yard") where it will be stored for future use, sold on the

open market or scrapped for metal.

Squadron personnel, who flew the C-118 won't have much time to mourn the loss of their last aircraft—they'll be too busy qualifying on the C-9B (DC-9) jet transport aircraft scheduled to replace the C-118, in June. ■

—Public Affairs Office
Naval Air Station, Marietta, Georgia

L.Y. Spear volunteers help hostel

More than 80 volunteers from USS *L.Y. Spear* (AS 36) worked on their liberty time to help repair the Bahama's Children's Emergency Hostel during a port visit.

The work included painting more than 3,000 square feet of interior walls and woodwork; repairing and repainting

a 1,200-square-foot cement courtyard and 1,600 square feet of exterior walls; and repairing all major appliances, faucets, drains and ceiling fans. The volunteers also repaired an outdoor gym set and made a swing and see-saw.

A section of the courtyard was turned into a basketball court, and several wheeled toys were repaired. A television antenna was installed on a 100-foot tower.

The emergency diesel generator was repaired and will provide power during

the frequent outages on the island. Volunteers also did general house cleaning and yardwork.

The project coordinator, Cmdr. John E. Spreier, commanding officer of *L.Y. Spear*, said, "My crew members gave of themselves because they wanted to. They will never forget Nassau, the Children's Hostel and the children who were a part of their lives for those three days." ■

—By JO3 Regina G. Purcell
USS *L.Y. Spear* (AS 36)

VA announces rehabilitation programs

The Veterans Administration has announced two pilot projects to encourage vocational rehabilitation of certain veterans receiving VA compensation or pension payments.

VA administrator Harry N. Walter said the programs apply to some veterans receiving need-based VA pensions

and to a special group of veterans with total disability ratings.

Under the new projects, veterans under age 50 who are awarded pensions from Feb. 1, 1985, to Jan. 31, 1989, must undergo a vocational evaluation. Veterans over 50 may participate on a voluntary basis. If the evaluation shows achievement of a vocational goal is feasible, the veteran may participate in an individually designed program of vocational training and employment services.

Although an individual's pension may

subsequently be terminated due to employment, health care eligibility will continue for three years.

The other pilot project requires veterans awarded total disability compensation on or after Feb. 1, 1985, to take part in a VA vocational rehabilitation program unless achievement of a vocational goal is unfeasible.

These pilot projects are part of the Veterans Benefits Improvements Act of 1984, signed by the President Oct. 24, 1984. ■

Bearings

Admiral Nimitz centennial

The late Fleet Admiral Chester W. Nimitz was honored recently by the U.S. Postal Service when it issued a 50-cent Nimitz stamp as part of the postal service's "Great American Series."

The first day of issue was Feb. 22, two days before Nimitz' birthday.

Nimitz commanded the U.S. Pacific Fleet during World War II. A U.S. Postal Service bulletin summed up the fleet admiral's career: "Nimitz' tactics

and leadership were instrumental in key naval victories in the Pacific during World War II.

"He made his mark at the Battle of Midway in June 1942, when his astute positioning of carriers enabled United States bombers to sink four Japanese carriers and allowed the allies to shift to the offensive.

In the battles of the Philippine Sea and Leyte Gulf, Nimitz' ships drastically reduced the size and power of the Japanese navy.

His forces aided in the capture of Iwo Jima and Okinawa and began to raid Ja-

pan in 1945, hastening the end of the war in the Pacific.

"Admiral Nimitz, whose tact and serenity were proverbial, was acknowledged as one of the Navy's foremost strategists and administrators and as an expert judge of men.

After the war he became chief of naval operations and later was United States commissioner for India and Pakistan.

Admiral Nimitz died in 1966." ■

—By JO2 Steve Kimball,
USS Nimitz (CVN 68)

USNI announces essay contest winners

Two retired captains and an active duty commander are the winners of the U.S. Naval Institute's annual Arleigh Burke Essay Contest.

Retired Capt. Daniel S. Appleton IV authored "Endgame," which took first prize, won \$2,000 and a gold medal.

"Plus Ca Change" by Cmdr. Linton Wells II was selected as first honorable mention winner. Wells, commanding of-

ficer of USS *Joseph Strauss* (DDG 16), received \$1,000 and a silver medal.

The second honorable mention winner was "Fathoming Soviet Intentions" by retired Capt. Roger W. Barnett.

Barnett, director of the Strategic Studies Center at SRI International in Arlington, Va., won \$750 and a bronze medal.

The three winning essays were chosen from 87 entries which were judged for their analytical and interpretive qualities.

The 106-year-old contest was renamed in 1984 to honor retired Admiral Arleigh

A. Burke, former chief of naval operations.

Burke served as president of the institute from 1956 through 1959 and during 1960 and 1961.

The United States Naval Institute, located in Annapolis, Md., is an independent, self-supporting, non-profit organization. USNI is not a part of the U.S. government.

USNI advances knowledge about the naval and maritime services through the publication of a monthly magazine, *Proceedings*; the annual *Naval Review*, and more than 250 books. ■

Professional of the Year 1984

Eugene Lloyd Law has been selected the Pacific Missile Test Center's Professional of the Year for 1984.

Law is an electronic engineer assigned to the electronic design branch, Point Mugu, Calif.

The award is based on technical excellence, and Law was specifically recognized for his work in telemetry over the past five years.

Telemetry is the process of measuring the distance between an observer and an object such as those used in missile

firings.

"Over the past five years he (Law) has achieved a position of excellence in telemetry that is recognized throughout the United States and in many foreign countries," Don Hust, head of the electronics design branch, said.

Law, who holds a bachelor of science degree in mathematics and physics from the University of North Dakota, has published several technical publications and papers.

He has been instrumental in the establishment of telemetry standards for the Telemetry Group of the Range Commander's Council and the American National Standards Institute which are used

in the United States and abroad.

He has created a "Telemetry Applications Handbook" solving standard missile telemeter problems and has helped test and evaluate a double density recording system for the F-14 *Tomcat*.

Law is credited with a Pacific Missile Test Center technical publication which contains unique and innovative information relating the properties and characteristics of pulse code modulation telemetry signals.

Requests for his publication have been received from West Germany, Canada, India, China, and throughout the United States. ■

USS John King raises money for hospital

When USS *John King* (DDG 3) transited the Suez Canal recently the crew had more on its minds than returning home to Norfolk, Va. After four months at sea escorting the aircraft carrier USS *Independence* (CV 62), it still had one more thing to accomplish — “the dash through the ditch.”

The crew's goal was to raise money for Norfolk's Children's Hospital of the King's Daughters with pledges by running laps around the ship's main deck during the Canal transit. Thirty-three sailors ran 1,700 laps—nearly 125 miles—during the 10-hour trip and raised more than \$2,500.

Chief Sonar Technician Chuck Tracy, who organized the run, presented a \$2,541 check to Beth Duke, a hospital representative in a home port ceremony aboard *John King*.

Attending the ceremony was 10-year-old Chris Lawson, son of Chief Ocean Systems Technician Gary Lawson of Carrier Air Group 4, Norfolk, a recent “cover boy” for the hospital's periodical. “Chris is symbolic of what our hospital and the Navy mean to each other,” said Duke.

“He is a Navy dependent and an out-

patient of ours. This indicates that the hospital is not just for children who are very sick, but children like Chris, who receive outpatient treatment here. The hospital sees a lot of Navy children.”

Chris suffers from celiac disease, a condition that makes him unable to digest foods containing wheat or wheat products. After treatment at the Children's Hospital last fall, Chris returned home and has been in near perfect health.

“We thought it would be fun to run the Canal on our way back home to Norfolk. The original idea was to raise money for the Save the Lady fund,” Tracy said, referring to the current fundraising effort to refurbish the Statue of Liberty. “But then we thought that, since that campaign is nationwide, we should find a cause closer to home.”

Cmdr. Ronald Bishop, commanding officer of *John King*, explained how the run was organized.

“We started one guy out running laps at 9 a.m. when we entered the Canal,” he said. “Each guy ran one (lap) at a time through the whole trip, collecting pledges from other crew members.”

“Every man aboard this ship was involved in the run in some way. Those who didn't run pledged or rooted the other guys on. It was (through) a nickel a lap here, a dime a lap from somebody else, that the money was raised.” ■

manufactured home loans will also be decreased. The new maximum rates are 15 percent for unit-only loans and 14 1/2 percent for loans to purchase either a unit with the lot or to purchase a lot upon which a unit already owned by the veteran is to be placed.

The rate change does not affect existing loans, where interest rate remains the same for the life of the agreement. VA home loans may be used to purchase, construct, alter, improve, repair or refinance a home. This includes the purchase of condominiums and manufactured homes, with or without a lot. ■

6th Fleet flagship visits French Riviera

USS *Puget Sound* (AD 38), the U.S. 6th Fleet flagship, recently returned from a port call to the French Riviera. While *Puget Sound* was busy at work tending USS *Elmer Montgomery* (FF 1082) and USS *Wainwright* (CG 28) at anchor off the coast of Villefranche, crew members found time to enjoy weeklong pre-Lent Mardi Gras festivities in nearby Nice.

Carnival at Nice is one of the oldest and largest festivals of its kind in Europe. Visitors crowded the palm-lined Promenade des Anglais to hear speeches and see parades, lighted buildings and streets.

King Carnival made his ceremonial entry on a colorful float, followed by marching bands, costumed revelers, and U.S. Navy and Marine Corps units from *Puget Sound* and 6th Fleet staff.

The tender's parade entry was a float carrying the ship's rock and roll band, “Main Control,” and several crew members who tossed souvenirs and candy to spectators. A platoon of sailors and Marines marched behind the float. Rounding out the U.S. military contribution was the 6th Fleet marching band.

During the second half of *Puget Sound's* two-week visit, sailors took tours to Paris, ski packages to the French Alps, visits to local perfume factories and, of course, there was always time to try some luck at Monte Carlo's casino tables.

As part of the ship's community efforts, divers helped clean the harbor of Villefranche and spent two days removing sunken debris and trash from the ocean floor. Fifteen sailors from various divisions painted an inter-denominational Christian ministry church in Monaco. Also, crewmen gave \$500 to Father Rene Delissalde's mission for the needy, L'Escale Accueil. ■

VA reduces home loan rates

The Veterans Administration reduced its maximum home loan interest rate from 13 percent to 12 1/2 percent effective April 19, 1985.

VA administrator Harry N. Walters said the reduction reflects recent improvement in the mortgage market.

The VA will also decrease by 1/2 percentage point the maximum rates for graduated payment mortgages to 12 3/4 percent and home improvement loans to 14 percent. In addition, the rates for

Mail Buoy

Chuting Stars

The article on the Chuting Stars (December 1984/January 1985) was very well done and touched on how special they are.

When I first arrived in Virginia Beach four years ago, I saw the Chuting Stars perform at the Azalea Festival and was very impressed. After seeing 30 plus shows, I still am.

My husband, Steve Shortt, reenlisted for three years on the jump team in January 1984. He got to do only one year. We had returned from leave and found out that the Chuting Stars were shut down. We were pretty upset because we had planned a lot around three years with the jump team.

Steve, being the professional that he is, bounced back from the disappointment quickly and is striving to do and be the best he can as a SEAL team member. But we both are thankful for the one year on the jump team.

Thanks for the article which did justice to all the men who have delighted crowds everywhere since before 1973.—Anne Shortt.

• According to the public affairs officer, Naval Surface Force, U.S. Atlantic Fleet, Navy Parachute East (Chuting Stars) was disestablished for the 1985 season because of operational commitments of the members who made up the team.—Ed.

Safety Violation

The December 1984/January 1985 *All Hands* has a gross safety violation on page 15. The machinist in the photo has on his watch and ring. Being a machinery repairman (machinist) myself for 26 years, I know the hazards of this.—MR1 C.F. Townsend.

• There is no doubt that it's a dangerous practice for a machinist to wear a watch or ring on the job. However, the Naval Safety Center Norfolk, Va., tells us that they do not know of any civilian regulation on that subject. *Mech magazine*, which serves the interests of the naval aviation maintenance community, has adopted the motto, "no jewelry on the job." It's a good motto and one that if put into practice might help prevent accidents.—Ed.

The Greatest Navy

I enjoyed PH2 Hicks' story "The Beginning of a New Life" in the February 1985 *All Hands*. He did an outstanding job on a subject that is

dear to me—FILIPINOS in the greatest Navy in the world! I am impressed with the recruiting staff in providing "quality control" and early leadership to these new recruits. By recruiting only the best, a measure of success is assured—to the Navy and to the individual. BRAVO ZULU! —CWO4 Ernesto Nucup, Norfolk, Va.

The Minemen

Your February 1985 issue was a definite boost to the morale of the Navy's infrequently recognized minemen who work in the exercise and training field of mine warfare and is most appreciated.

I would like to point out that the front cover description erroneously identifies this command as Mobile Mine Assembly Group, Charleston, S.C., vice Mobile Mine Assembly Group, Unit 11, North Charleston, S.C. Also, the item being sandblasted is a MK 56 exercise and training mine, not a practice mine. The sailor on the front cover is Mineman 3rd Class Jon F. Frank. —Lt. D.J. Moody.

• Thanks to Lt. Moody for straightening us out and for identifying the February 1985 cover subject.—Ed.

Reunions

• **USS Midway (CV 41)**—Planning a reunion. Interested crew members should contact Plank Owners Asso., 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **USS Biscayne**—Planning a reunion. Interested crew members should send name and address to Monte Tomerlin & Red D'Haillecourt, 16614 Willow Run, San Antonio, Texas 78247.

• **USS White Plains (AFS 4)**—Planning a reunion for the commissioning crew supply department from March 1968 to July 1969. Contact William C. King, 4315 Esmond, Apt. 1211, Odessa, Texas 79762; telephone (915) 362-9239.

• **USS Spence (DD 512)**—Reunion July 3–8, 1985, San Diego. Contact Dave Meskill, 1236 Greenwood Ave., Wilmette, Ill. 60091; telephone (312) 256-0466.

• **USS Dashiell**—Reunion July 13–14, 1985, Cranford, N.J. Contact Bill Steffey, R.R. 1 Box 318, Homer, Ill. 61849; telephone (217) 582-2224.

• **MinRon TEN**—Reunion July 19–21, 1985, Charleston, S.C. Contact CW04 John W. Davis, NavSurfLant ReadSuppGru, Bldg. 681, Naval Base, Charleston, S.C. 29408-6850; telephone (803) 743-3773.

• **USS ABSD #1**—Reunion July 26–28, 1985, Scottsdale, Ariz. Contact Ray Cox, 2796 N. 700 East, Provo, Utah, 84604; telephone (801) 374-6126.

• **USS Taney W-37**—Reunion Aug. 2–4, 1985, for all crew members from 1936 to present. Contact Dick Nash, 1715 Glen Ayr Dr., Lakewood, Colo. 80215; telephone (303) 238-2676.

• **LST 639**—Reunion Aug. 9–10, 1985, Muskegon, Mich. Contact Harry R. Sams, 17791 Fifth St., Beloit, Ohio 44609; telephone (216) 938-2449.

• **USS LST**—Reunion Aug. 16–17, 1985, Cincinnati. Contact Phillip Altieri, 386 Wyoming Ave., Fairfield, Ohio 45014.

• **USS Chemung (AO 30)**—Reunion Sept. 6–7, 1985, Lancaster, Pa. Contact Ralph V. Seifert, Box 762, Asbury, N.J. 08802.

• **USS Norton Sound (AV 11/AVM 1)**—Reunion Sept. 11–15, 1985, Port Hueneme, Calif. Contact USS Norton Sound Association, P.O. Box 487, Port Hueneme, Calif. 93041.

• **USS San Francisco (CA 38)**—Reunion Sept. 11–15, 1985, Arlington, Texas. Contact Ed Wittler, 2949 Flannery Road, San Pablo, Calif. 94806; telephone (415) 222-2187.

• **USS Stack (DD 406)**—Reunion Sept. 11–15, 1985, Houston. Contact W.W. Price Jr., 313 Sussex Court, Wilmington, N.C. 28405; telephone (919) 686-0052.

• **USS Chicago (CA 29/CA 136/CG 11)**—Reunion Sept. 12–15, 1985, Colorado Springs, Colo. Contact Rex L. McDonald, 1660 Grand Ave., Canon City, Colo. 81212.

• **USS Wasp (CV 7)**—Reunion Sept. 12–15, 1985, Bremerton, Wash. Contact Duffy McDonough, 425 S. Michigan Ave., Big Rapids, Mich. 49307.

• **Naval Minewarfare Association**—Reunion Sept. 12–15, 1985, Nashville, Tenn. Contact H.H. Stettler, 3604 Greenleaf Dr., Santa Rosa, Calif. 95401; telephone (707) 545-8626.

• **USS La Vallette (DD 448)**—Reunion Sept. 20–22, 1985, Norfolk, Va. Contact Lewis Shedd, GMGC, Ret., 1413 Lakeside Road, Virginia Beach, Va. 23455; telephone (804) 464-1735.

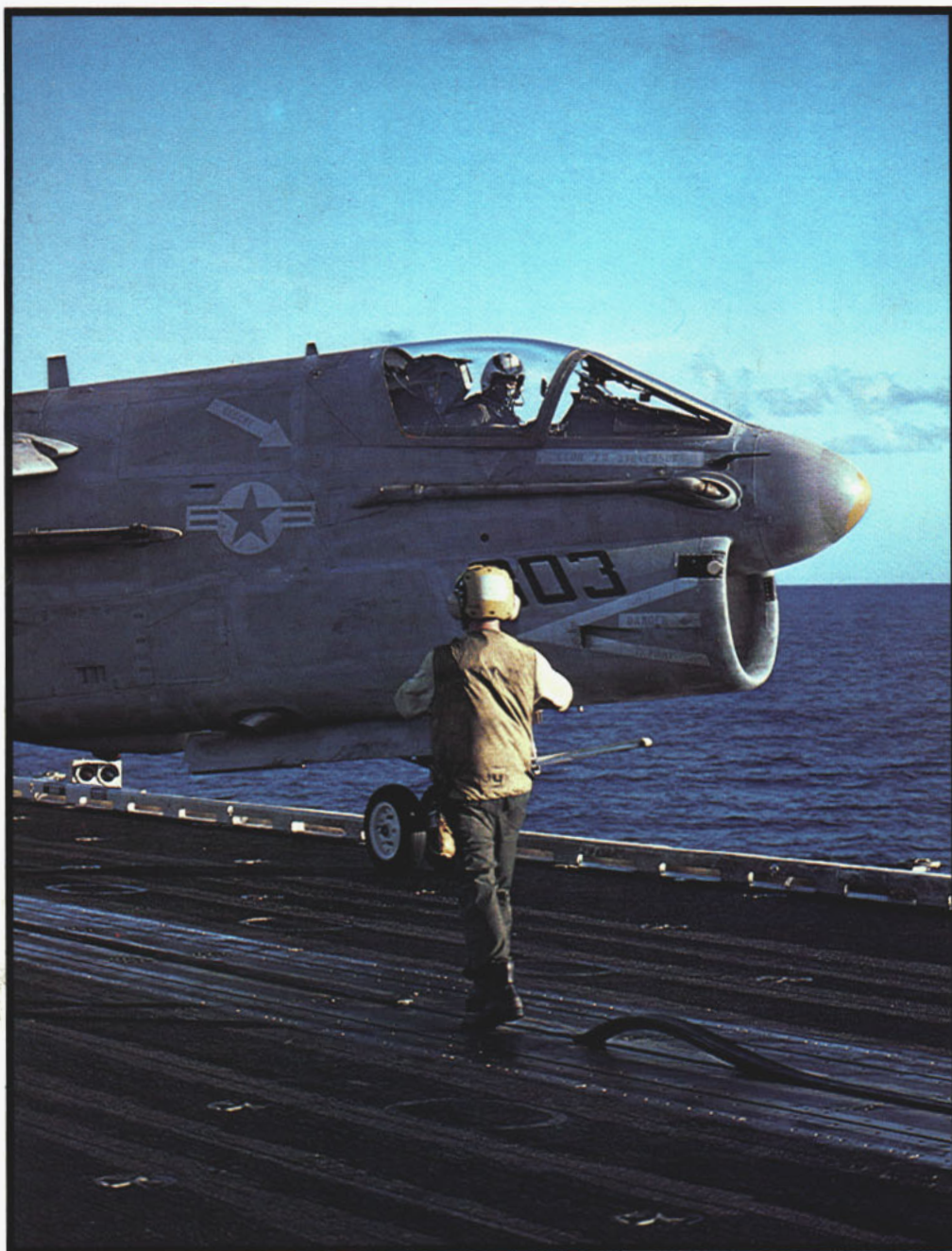
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Lt. Cmdr. Chuck Bueker of NAS Oceana-based VF-142 greets his children. Bueker's squadron spent 159 days at sea during a 215 day deployment aboard USS Dwight D. Eisenhower (CVN 69). Photo by JO1(SS) Pete Sundberg.



Teamwork is a tradition ● Page 24